

latitude 38

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VOL. 13 MAY



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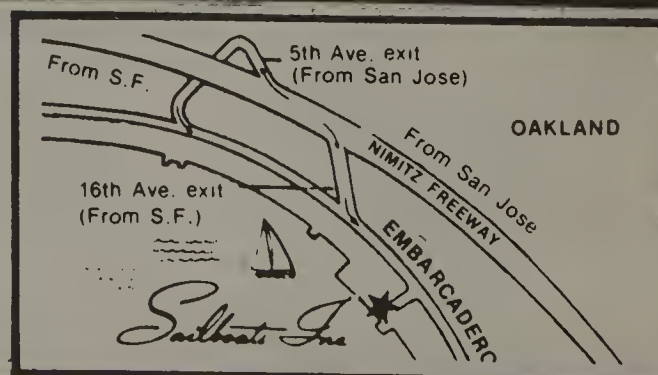
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PHOTO BY DIANNE BEESTON

"Nanook"*, winning the YRA season championship



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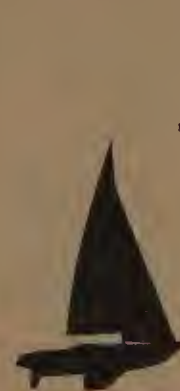
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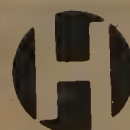
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latitude
38

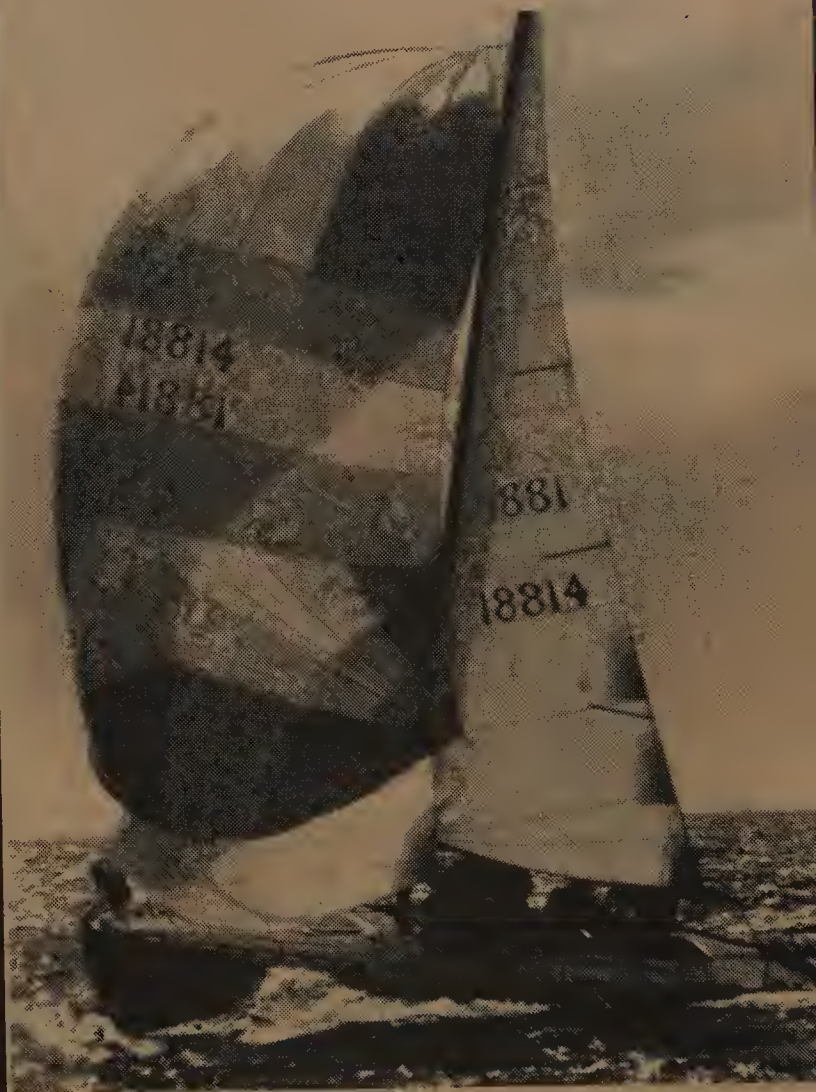
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LETTERS

Latitude 38,

As my last comment on the subject of the Spirit lawsuits, I would like to set the record (and Mr. Peterson) straight on a few facts. First, I have never seen a contingent fee in excess of fifty percent. I have seen very few that were at the fifty percent level and I know the great majority are between thirty and forty percent. Second, I am not acquainted with Jim Michael and I have no idea as to what fee arrangements have been made with respect to the Spirit litigation. I merely happen to know that Jim Michael is a well-respected attorney with Pillsbury, Madison & Sutro and that he is also a yachtsman with an equally fine reputation. He is a person who is in a position to be well informed as to the matters raised by your articles on the Spirit tragedy.

Finally, I think your magazine is doing a very fine service to the boating public in the Bay Area. Please keep up the good work.

Bruce Munro
Palo Alto

Latitude 38,

I felt angry after reading your sexist article "Fast Women." Did you know that women are a human being, people, persons FIRST before they are the female sex. Women do not only "vote, drink, swear, and now race" as you say. I'm sure you must be aware that women are into politics, economics, the trades, arts, sports — it is not going to be a "man's world" much longer. Try switching the word "woman" to "blacks" in your first sentence and hopefully you'll see how degrading and patronizing you sound.

Further, on in your article you say, "the ladies are goood, and you won't find us messing about with them." To me this implies that you're afraid to compete with women because they might win. If you could see us as people first, then there wouldn't be a battle of the sexes.

Women's liberation is no joke. We want to be taken seriously as equals. And sexism, with which I believe you are afflicted is a serious social disease.

Suzane Ritchie
Berkeley

P.S. If it weren't for the sexism, I would like your magazine.

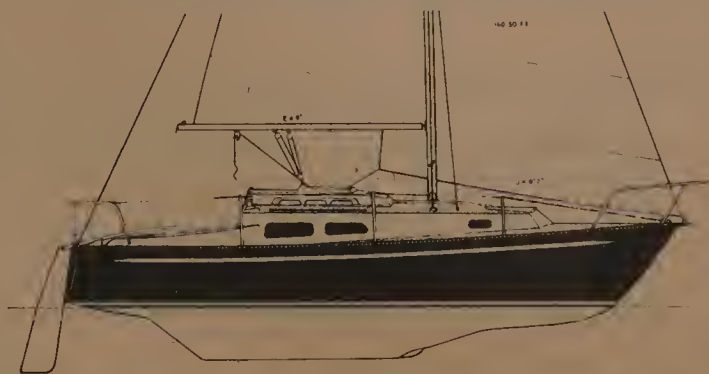
Suzane — We can tell from your letter that women's liberation is no joke, but does it have a sense of humor?

Were we not sufficiently facetious? Did we not poke fun at the "stage-door Johnnies"? At "obnoxious" Tom Wylie? At ourselves and other men for whom we feigned fright at the thought of competing with women? On page 40 of that same issue did we not poke fun at Robert Cole? We are inclined to believe that people can recognize a little foolishness and enjoy a smile from time to time.

Did we not mention that the women sailed excellently? Did we not list the growing number of races for women? Did we not mention as many names as possible to give these women credit for actively enjoying themselves and setting an example for younger girls who are potential sailors?

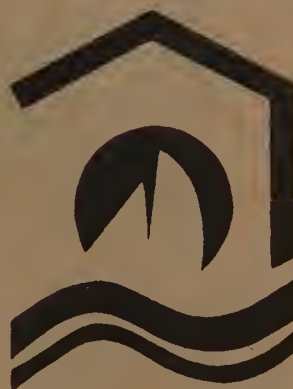
Our sense of whimsy may not appeal to you, but our conscience is clear. In the future it may be better if you don't take Latitude 38 so seriously — nobody else does.

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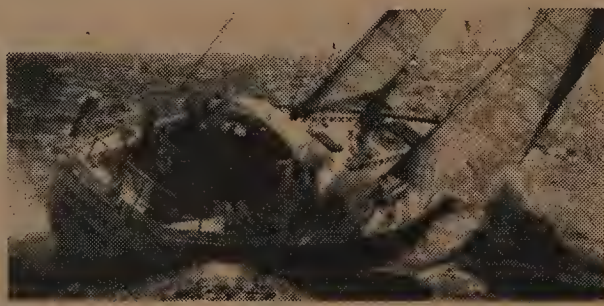
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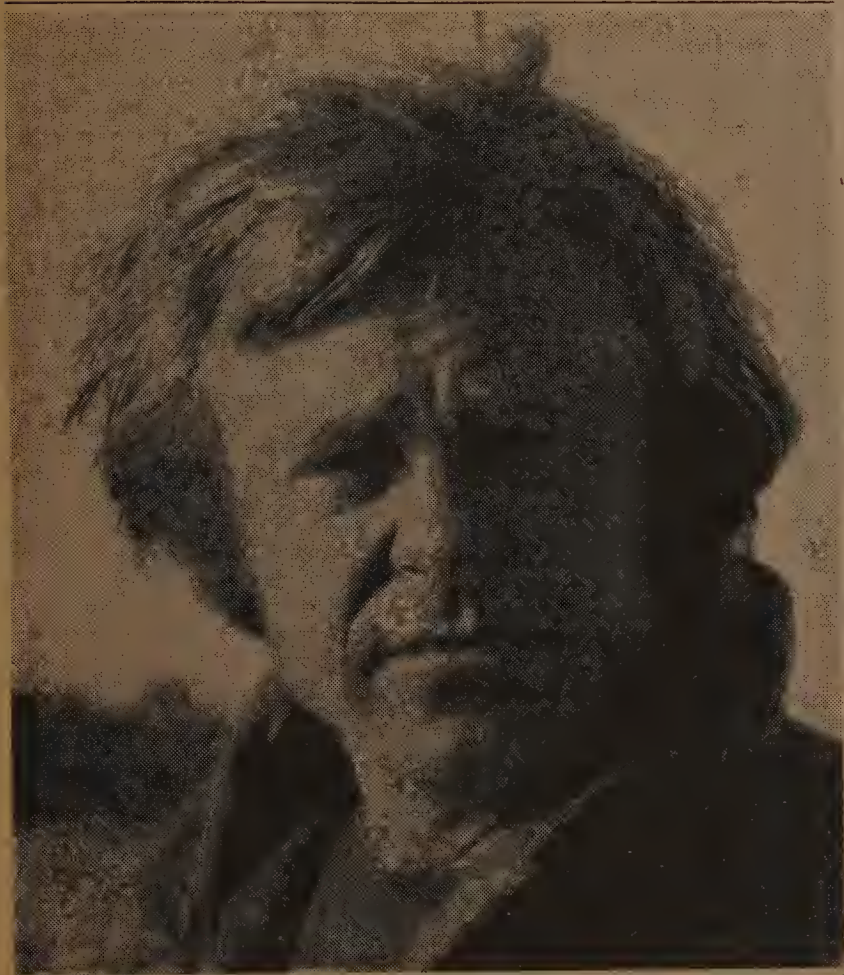
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GARY MULL



"people are terribly confused"

This is the beginning of a rather long interview with naval architect Gary Mull. We found the interview so long and so interesting that it will have to continue in the next issue, if not the issue after that, too.

The early parts of the interview deal with the current problems facing yacht racing and the IOR which Gary believes is by far the best rule around. But the interview should interest more than just our readers who are interested in racing. Stick with us, and you'll get some interesting comments on boats in general.

Gary Mull is one of the most highly respected yacht designers in the world. He's done many production boat designs for Ranger Yachts including the notorious little Ranger 23, as well as numerous successful 'one-off' designs.

38: We heard that you spoke at the ORCA meeting in January at the San Francisco Yacht Club and expressed some concern about the current trends in the design and construction of racing yachts. Could you fill us in on what you said?

MULL: As far as the ORCA meeting was concerned, I was telling people what was happening and what was likely to happen in the ITC. I'm a member of the ITC (International Technical Committee) which is a subcommittee of the Offshore Racing Council (ORC) which handles the IOR rule. The ORC is the international body that administers ocean racing.

The ORC has a whole flock of subcommittees of which the ITC is basically in charge of the IOR rule, the Mark III and Mark IIIa. Anything to do with the measurement rule goes to the ITC; sometimes we are told what to do by the ORC and other times

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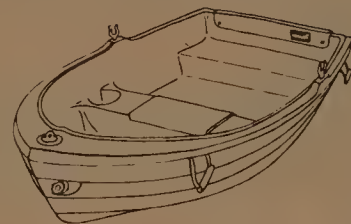
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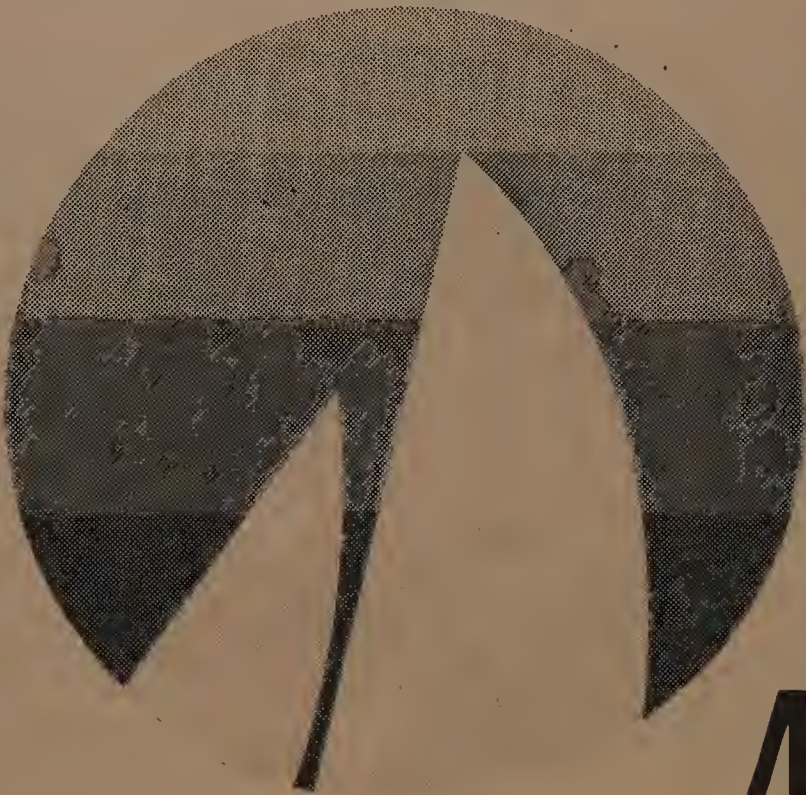
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GARY MULL

"FUR COVERED TOILET SEATS ARE NICE"

we are asked what we should do. Anyway, I'm pretty familiar with what's going on in the ITC because I've been a member for five years.

At the ORCA meeting I was trying to describe what has just happened and what is likely to happen within the IOR itself, the rating rule, and some of the related things that impinge on the sport. Some of the things going on aren't that critical to most people, like the height of lifelines, so I stuck to the more important changes taking place.

For example, within the confines of the rating rule, it is broken down into subsections like sail area, displacement and so forth. As many people know, we just changed the rule relating to the draft of centerboard boats because it seems apparent, and I believe it's true, that centerboard boats were beating the rule blind and a couple of designers had found a pretty substantial loophole in the rule and made away with it.

38: Were they doing this at the expense possibly of a safety factor?

MULL: Well, the rating rule is not concerned with safety. The IOR rule simply tries to assess the potential speed of a boat because of its size, its shape, its weight, and its sail plan configuration and figure out how fast it goes in relation to some other boats its size and shape. We don't care if they are made of paper mache or imagination — we're trying to find a speed potential between the two — that's all the rating rule does. The safety factor belongs to the Special Regulations Committee.

What we're trying to do is allow different kinds of boats to race on the same race course and use handicaps rather than an absolute class like the Finns or Lasers. People get terribly confused, they say this isn't the really nice kind of boat, that everybody ought to have a heavy displacement boat because heavy displacement boats are really nice. Or, everybody ought to have a boat with a long keel because long keels are really nice. Or everybody ought to have red seat cushions because they are really nice, or fur covered toilet seats because they are nice too. That's got nothing to do with how fast a boat will go, so we have nothing to do with it.

However, on occasion things that relate on other factors impinge on the rating rule. For instance, one of the ways the daggerboard boats and the 'super light', not the 'ultra light' displacement. . .

38: Is 'super light' lighter than 'ultra light'?

MULL: No, 'super light' is less than 'ultra light'. It's just a bunch of p.r. bullshit terminology anyhow. Anyway, the very light displacement boats are number one, not that light. Everybody is of the terribly mistaken opinion that there is a whole bunch of 7,000 pound One Tonners sailing out there, and if they took the trouble to look at the rating sheets they would see that they are not 7,000 pound boats — they are 8,500 pound and 9,000 pound boats. They are nowhere near as light as people frantically imagine they are.

Anyway, the light displacement boat, particularly the light displacement daggerboard boats, run afoul of a couple of factors. Number one, in order to build a daggerboard boat so that it can be stable enough to go up wind with a normal keel boat, you have to build the whole boat really light and save a helluva lot of weight in the construction of the interior and the fittings. You have to do this so that you can put enough ballast in the bottom of the boat, not in the keel, but the bottom of

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GARY MULL

"OH SHIT! THE WATER HAS BEEN ROUGH FOREVER"

the boat so that it winds up as stiff as a boat with a keel 6½ feet deep.

So, a lot of these boats, all of the daggerboard boats, of course carry all of their ballast weight in the bilges. Well, there are two ways to get a stable boat when you do this. One, you can build a heavier displacement boat so you can save some weight to put in ballast. Say the construction weights are 'X' thousand for a One Tonner. If you make the boat a lot heavier you've got a lot more ballast. Or, the other thing you can do is say, well, I'm just going to start with a light displacement boat and not want less, but even more lead because it's inside — because to get more stability you've got to get in more lead than before, but it's going to be inside the boat. Well, how do you do that? You can't pull it out of the joiner work, because there just isn't that much to pull out. You can't pull it out of the winches and gear, because you need that. So where does it come from? Usually it comes from the structural weights. If the structure is done very carefully by a really good designer that knows what he's doing structurally and is not guessing or shooting from the hip, and if the boat is built properly by a builder who knows his apples — then you're going to get a boat that is light and strong enough.

But what has happened is that not all of the people designing and building these light boats really take the time to do the structural calculations and know what the hell they are doing anyway. They just, what the hell, pick a number. They think, we used to do it with 5/8's skin, let's do it with 3/8's skin and see what happens, after all it's not their money, it's the boat owners.

In the last One Ton series Down Under there was bad structural damage due to a lot of factors.

38: Was it rough?

MULL: Oh shit, the water has been rough forever. Ever since 'day one' according to the Bible the waters have been rough and they haven't gotten any rougher. People say, geez, that was really a tough One Ton series, but we have waters just as rough here in the Buckner Race. What happens is that the designers get off on drawing light boats and builders get off on building light boats, and pretty soon we get light and lighter and lighter — which may help in terms of performance — but after a while you better damn well make sure your liferaft is in good working order.

So that is one of the things that the ITC is looking at, the effect of displacement. Ordinarily the ITC would look at the effect of displacement on speed and that's all — we say there's a newish type of boat and we're getting enough data to say this boat is definitely faster or slower and we try to make an adjustment in the rule based on the speed difference.

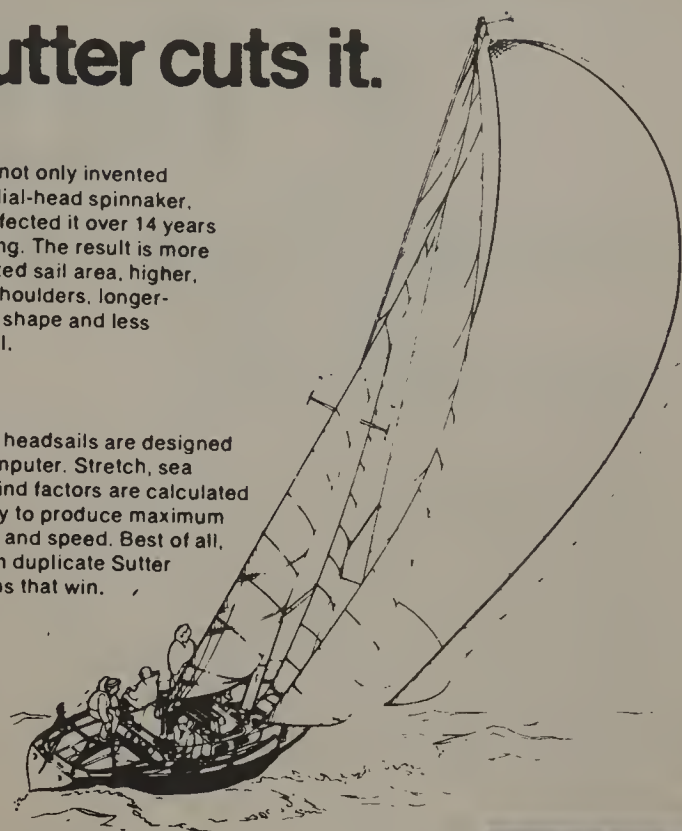
However, the ORC — which has a representative from every nation that ocean races, representatives that are sailors not designers or builders. O.K., they have said look at it as it impinges on speed. What we are concerned with is that just looking at it in terms of speed is not enough to halt the very obvious and very obviously dangerous trend toward construction that isn't heavy enough.

So, at the ORCA meeting I said, one, we are very concerned about the speed potential of these very wide, flat-bottomed boats — they still don't go upwind in light to moderate weather very well, although they go pretty darned well in those

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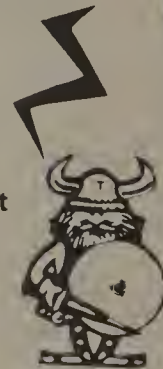


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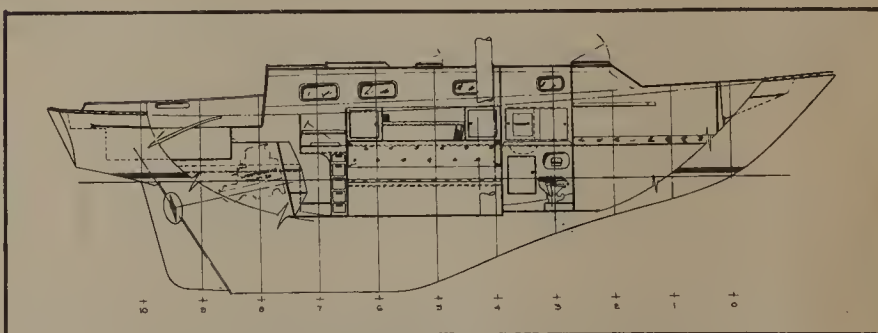
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GARY MULL

"WHAT'S NEW IN YACHTING FASHIONS"

conditions now. They're getting heavier, for example the Farr One Tonners this year are a thousand pounds heavier than they were last year, because last year they couldn't go upwind in light weather — and this year they are going upwind a little bit better. Farr is working toward a 9,000 pound boat from the bottom and everyone else is working toward a 9,000 pound boat from the top end.

We are also being asked to look at the structural part of it, and since the ITC is the International Technical Committee we have a subcommittee, of which I'm also a member, looking into structures. That is the structural configuration of the boat itself and this is pretty tough work, we use a computer a lot, and we're going to be using them a lot more in the future. We're studying about 15 different structural scantling rules that have historically worked well, as well as structures of boats that have worked well. We're trying to come up with a new method of looking at scantlings; hopefully if it goes as well as I expect it will, it will wind up being a 'cookbook' for a designer. He'll be able to look at the 'cookbook' and with the parameters of his boat say, O.K., the skin thicknesses if it's in this material has to be so thick. We'll have it for glass, wood, whatever, and it will be pretty helpful. We've done that for a long time here in our office. There are a lot of different authorities who will put out structural rules — Lloyds Register in England is one, Herreshoff and Nevins are two that work in wood pretty well, the American Bureau of Shipping does it here in the United States. We're just trying to make a collation of this stuff, and that is one of the things the ITC is looking at.

Another thing the ITC is looking into is the proliferation of multiple rigs. It's amusing that a year and a half ago there were only one or two three-spreader rigs in the world and they were the sort that were being used from ages ago. Now, it's the new thing, it's like what's new in yachting fashions is having more spreaders than the next guy.

38: This is to support a thinner spar?

MULL: Right. Spars are a fairly straightforward structural study. If the panel length, that is the distance between the support points gets smaller, then the section moment of inertia can get smaller and it's essentially on about the function of the square of the length.

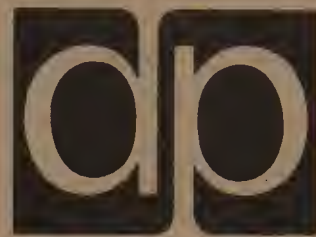
So, what's happening, in the interest of reducing windage in front of the mainsail or whatnot, people are using smaller and smaller spars. Well, it's an interesting thing, there are one or two spar-makers who have gotten a tremendous reputation out of, 'designing' smaller spars. The truth is they don't really design them, they simply put on a smaller size section than they had done before. It's no great trick to put a smaller spar on a boat, anybody can do that, the trick is to get it to stay up as a viable piece of gear. And, after the Boca Grande Race in the SORC this year, there were a number of boats that didn't manage that last trick, they ended up with their rigs in the water.

38: Were these primarily multiple-spreader rigs?

MULL: Well, the multiple-spreader rigs really don't have that much to do with it. You can design a perfectly good structure with no spreaders, or a perfectly sound structure with 20 spreaders. The whole point is that this has gotten to be sort of an emotional thing: 'I've got to have a smaller mast'.

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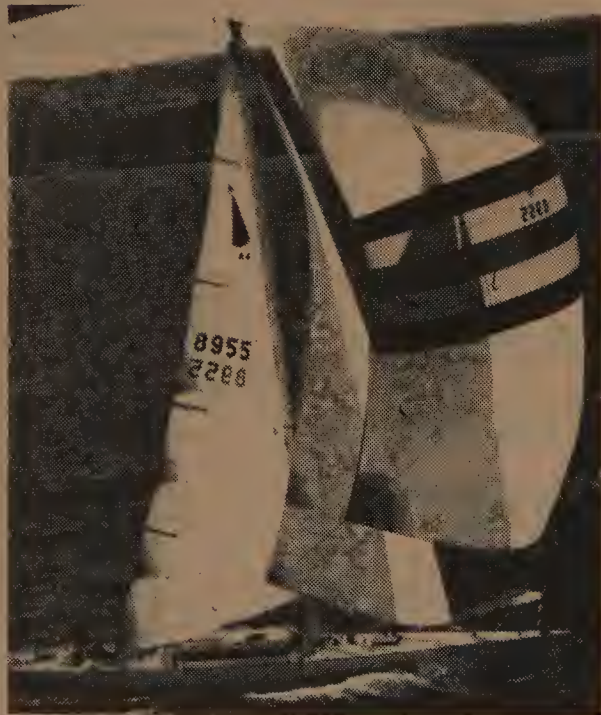


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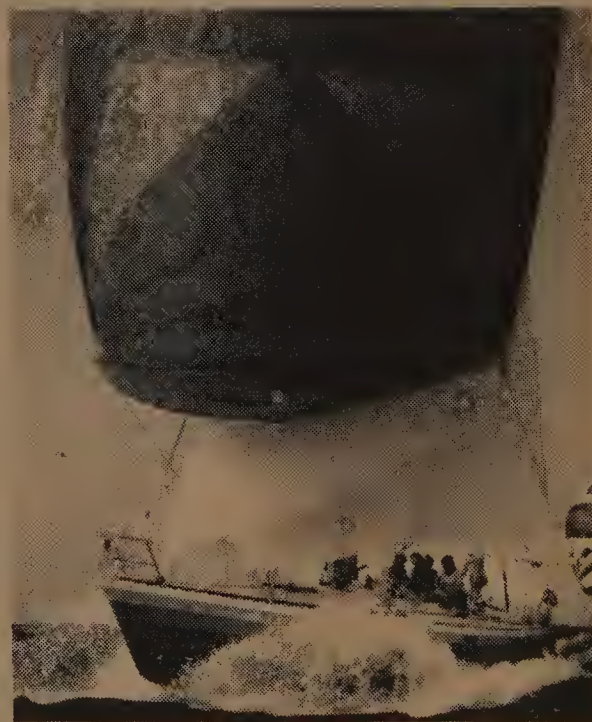


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GARY MULL

"TOO MANY OWNERS JUST SIT BACK AND PAY BILLS"

and they damn near lost that one, and the comment was 'I don't care if you almost lost it, you didn't lose it, if you had a smaller mast you'd be faster'. Well, sure a smaller mast would be faster until the time you lose the damn thing.

It's interesting the people who continually suggest smaller and smaller spars will not, under any circumstances, reduce the structure of their own product. For instance, winches or sails or whatnot. You won't get a sailmaker, for example, suggesting that you use two layers of cloth on the clew patch of a genoa, because he knows full well that as soon as the clews pulls out you're going to come back and say 'this thing wasn't built worth a damn, build it right.' It's going to cost him money, it's going to come out of his profit. Sailmakers won't tell you, and won't even consider telling you to use smaller and lighter clew patches because they know it has to be big enough to stand up to the job. But, they will, time and time again, say you've got to have a smaller mast, because in the back of their minds they know they are not going to have to pay for the mast.

38: Are you saying that there are people who are willing to go closer and closer to the 'edge' on the rigs and hulls and everything, and therefore necessarily dragging everyone else along who wants to be competitive? Is that basically what is happening?

MULL: Basically what's happening is that the sport is under more pressure than anyone ever dreamed. I'm speaking of international ocean racing. International ocean racing is getting terrific pressure, more now . . . there are economic incentives. The sailmakers make a lot of money — there are obviously 3 or 4 lofts, two in particular, who make a hell of a lot of money making sails. As a consequence there's hardly a winning boat that doesn't have one of their honchos on the boat — whether or not they are particularly good for the boat, and usually they are. But I think it's sort of a sad thing, where there are too many owners who sit back and pay the bills and I can't imagine that as being a helluva lot of fun.

But, this is the kind of pressure being brought to bear by two classes of citizens. One class is the guy who is advising the owner — sometimes a designer, sometimes a builder, sometimes a sailmaker, sometimes his Friday afternoon drinking buddy. He advises the owner to make this lighter, make this smaller, and so forth. He knows he's not going to have to pay for it if it breaks, so what the hell, it's easier for him to say 'gee, I think we made it too small, better go up a size'. Or says, 'hell, let's replace it with the same thing because I don't think we're going to get into that kind of weather again this year.

The other group of citizens bringing this on are the owners themselves. The owners are putting up with it. There's damn few owners now who have the backbone to look one of these hotshots in the eye and say, "you don't know what you're talking about, I want to be able to get home in this boat, too." Guys go racing around the Farallons in these boats, in some of these boats . . . actually here in San Francisco we've probably been lucky in that we have normally heavier weather and people don't stick their necks out that far. In other parts of the world where they don't get this weather that often they are willing to gamble. In southern California you almost can't get a pair of sea boots (laughter) because you don't normally get your feet wet. I'm not making fun of the guys in southern California, they're a lot of good sailors there, but it's just a fact if they don't see this

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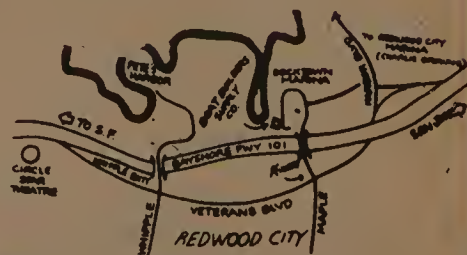
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GARY MULL

"HEY, MY BOAT BROKE!"

kind of weather very often the old human mind gets it behind you quick.

38: Do you feel pressure to go lighter, to design thinner, or do you have certain limits where you won't go any farther?

MULL: First of all, I've been designing boats for a bunch of years, I don't know how many, and I intend to be designing boats a lot of years from now. I have degree in Naval Architecture and Mechanical Engineering — a combination degree — and I try to treat this as much as it's possible, as a profession. We take pride in the fact that we can tell the owners not to worry about a rudder post or a chainplate pulling out. We take pride in the fact that if we tell an owner that if you add this much ballast to this location, the rating is going to come out 'X', and hit it! We know, we're not guessing, and there sure is a hell of a lot of just pure guessing in naval architecture anyway, it's just not a precise science. On the other hand, it's not some damn schoolboy hobby it doesn't take any brains at all to pull out a bunch of yachting magazines and study everything that is in the design section and then maybe take a flyer in one direction or the other — any designer was doing that when he was ten years old.

38: Do you think that's what's going on?

MULL: Sure it's going on. There's a lot of guys that can't tell you where the boat is going to float when it's launched — I mean literally can't tell you! I can tell you horror stories of having to have keels moved half a foot! Boats floating a foot down by the bow or a foot down by the stern. Boats coming in way, way over their ratings.

We dropped a bunch of Half-Tonners in — we had a half-tonner, Perception, and three other sister ships in Italy and Hot Flash here in the United States — they were built according to the drawings, ballasted according to the drawings, the right prop was put on and when they were put in the water they rated 21.7. One of them rated 21.75 and we had to fiddle with the 'I' about a quarter of an inch to get it back to 21.7 for a Half-Ton rating. But, it's not like we get calls from owners all the time saying, "Jesus Christ my boat rates a foot over rating, what am I going to do?", and we sure as hell don't answer them, "Geez, I thought it was gonna" and then hang up the phone. We deal with builders on a professional basis, saying this is the structure we have to have.

Sure we get pressed! This is a very, very competitive business. It's really easy, really easy, to be conservative and be trying to take a responsible viewpoint for your owner and then wind up just enough conservative that a guy willing to take a risk will beat you in a series of races. It's happened before to us, and we're guarding against it — not by taking flyers, but by working a little closer to the bone ourselves. We do have limits, we won't go below certain structural limits. I don't want to go on some race in one of my boats and go below at 3 in the morning when it's blowing 50, and worry myself silly that the keel is going to fall off or the chainplates are going to pull out or something like that.

We sail on our boats and we sure don't want to commit suicide on them. We sure as hell don't want to leave the office on Friday night and come back Monday morning and hear that some owner has split his hull — as three designers did in the One Ton Worlds. I can't imagine what a designer feels when an owner calls up and says, "Hey, my boat broke!" And they

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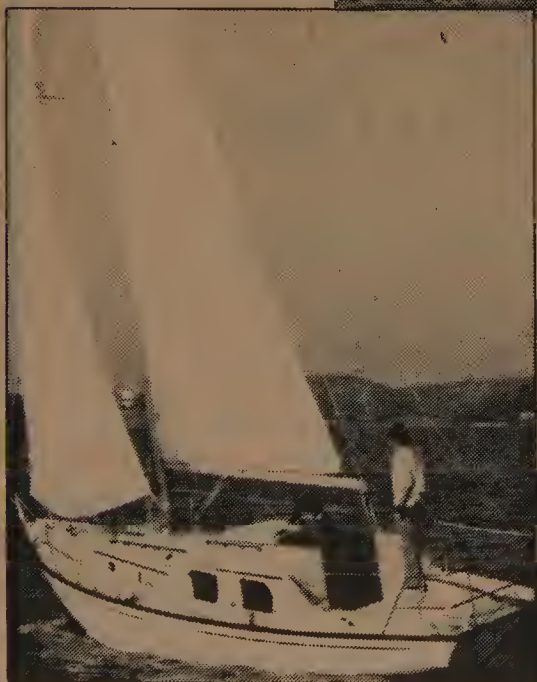
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GARY MULL

"IS MERLIN A CRAZY BOAT?"

break, I'm not talking like a tiny crack in a violin case or something, I'm talking about major structural failures where the crews were worried. You know the best bailing device in the world is a frightened man with a bucket,— there were a lot of those people down in Australia. That's crazy!

38: Where do you assign limits? For example, is Merlin a crazy boat?

MULL: No, no.

38: Is Sweet Okole?

MULL: No, I think Sweet Okole is a pretty good boat. You happened to pick two boats that were designed by good designers. And, actually Sweet Okole was built a bit conservatively, but they were both built very carefully.

I happen to know Bill Lee and Bill is a good builder. If you're going to have a boat built in fiberglass, Bill is one of the best. He's very careful, and he works in high quality laminates. You can take the same boat, with the same exact structure, and have some other guy who is not as careful build the boat and it will wind up coming in 4,000 lbs. too heavy and it will not be strong enough anyway. Merlin was designed at 20,000 I think, and came in at 22,000 or 23,000 pounds — weights slip up a bit. But no, she's not a crazy boat. She's . . . I get a kick out of people talking about Merlin, it seems absolutely amazing to them that a boat 62 feet on the water and 22,000 pounds happens to go fast downwind. I mean, if it didn't go fast downwind, that would really be amazing. For that boat to go fast downwind. . . it's supposed to, but it doesn't go upwind worth a diddley.

There are other ones, Farr has had trouble with structures, so has Doug [Peterson] . . .

38: He had trouble with what, B195 in Australia?

MULL: Yeah.

38: Do you think that he was trying to approach the very edge? I guess we shouldn't ask you that, should we? (Laughter).

MULL: I'd rather not. (Laughter). There's a combination of owner/designer/builder that failed. Now, I don't know where in that chain the failure was, but the cracks and the aluminum plates to reinforce the boat — that's the proof that there was a failure. The fact that so many damn boats chose not to finish so many of the races and the fact that so many boats came back with their tails between their legs looking for a boatyard — that's a sad fact.

38: In every boat failure there is probably one of the three, designer, builder, or owner, who should have 'said, "I don't want to be a part of this"'

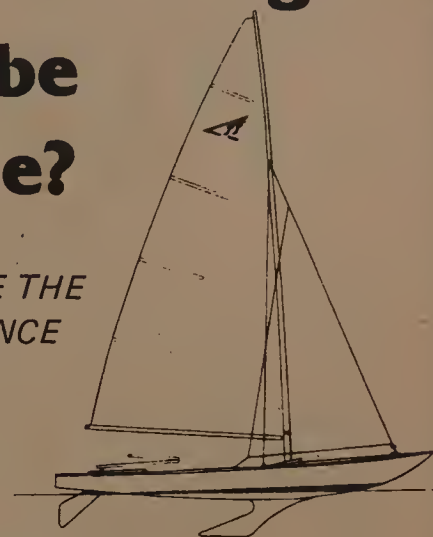
MULL: There should. See the whole problem is that I don't think the owners can be responsible. You get a doctor, lawyer, or an Indian Chief who comes in here for a boat, and he's too busy being as good a doctor or lawyer or Indian Chief as he can be to earn enough money to pay for the boat. He doesn't have the time to look in what is a fairly technical thing — hell, I went to school for seven years, and it's not something you pick up over a weekend or even a lifetime of weekends sailing. So, I don't think you can hold owner to blame even if you can blame them because they lay back and take it. Many owners, I have a suspicion, think they are being had, but they just don't know how or why, so they don't say anything.

We feel the pressure a helluva lot. It's purely the pressure of competition, and we've had a Quarter Ton boat finish third in

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GARY MULL

"A SUBSTRUCTURE OF TUBES IS GOING BACK"

the Worlds, a Half-Ton boat finish second, a Three-Quarter Ton boat win the Worlds — but you look at the SORC this year and we only had one boat in the whole SORC. Why is that? I think part of the reason is that we haven't been willing to go as close to the bone as other people.

38: Imp was acknowledged as dynamite in the SORC and the Admiral's Cup last year, but she really isn't a 'radical' boat is she. And, I don't know how much of Imp is from your design of Dave's previous boat, Improbable.

MULL: I think Ron Holland, the designer of Imp, said in one of the magazines, about Imp, what he was doing was designing around the same kind of parameters as Improbable, but with the IOR Mark III firmly in hand. We didn't even have the IOR rule printed when we designed Improbable, so we just designed her to go fast and never mind the rating which is why she rates so high. I think though, that it's a pretty flattering thing for Ron to say, but I think Imp is an obvious Holland design, and I don't think he owes Improbable anything except the fact that they had the same owner. I think it's all his boat and he did a damn fine job of it.

But no, Imp's not radical. If you look at the much touted aluminum sub-structure she's radical. I think the much touted tubing . . . structuring it does not make sense — in terms of structural design it's baloney.

38: Is that right?

MULL: Yeah.

38: Its doesn't give any more rigidity to the hull?

MULL: Well, let me put it this way. Ten or 15 years ago Maeserati was racing in the Grand Prix races and they had the famous 'bird-cage' Maeserati with a bunch of tubes, none of them much bigger than drinking straws. These tubes were welded together in the very elaborate substructure, then a light skin was layed over the tubes to fair them aerodynamically. But if you look now all of the cars have gone to monocoque construction where the skin carries the loads. Airplanes used to be held together with struts and bailing wire, and now they are monocoque construction. Going back to a substructure of tubes is going back — it's not going forward. Any good structural engineer can tell you once you design the shell of a boat strong and stiff enough to withstand the water loads, the hydrostatic and hydrodynamic loads that the water imposes on the boat, you don't have to go very much farther to make the boat rigid fore and aft. And that, is what all that substructure is supposed to do. So what they have in Imp is the tremendous tubular thing and they have this skin that is still strong enough to carry the hydrostatic loads.

38: So you think the tubular substructure is excess?

MULL: (Laughter). Improbable had longitudinal framing to make her rigid in the jibstay/backstay. . . we did a boat called Gonnagitcha, which in the SORC last year was overshadowed of course by Imp, but finished a fairly strong second in that class. Gonnagitcha was going to be built in aluminum, but the yard that was going to do her wound up doing work boats, and we had to have Gonnagitcha built in fiberglass. We did a calculation of the rigidity of the hull comparing aluminum with C-flex and found the aluminum boat would be markedly more rigid in the jibstay/backstay plane. We didn't much like that, so we sat down and decided that we'd have to do something. We used carbon fiber, putting carbon fiber in the bottom of the boat, in

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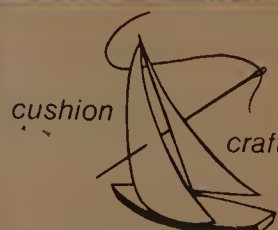
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"NO, IMP IS PLENTY STRONG"

the deck, and the gunnels, and the boat — on paper at least — was slightly more rigid than the aluminum boat would have been, and it was the same weight.

We tested the boat with 8,000 pounds on the backstay and the boat bent a total of about 7/16's of an inch. You do this by stringing a wire from the bow to stern pulpit and by the mast you make a mark where the wire passes — doing this with the backstay off. Then, you pump up the backstay to whatever load you want to test, and make another mark on the mast, and if the boat has bent the marks on the mast will be in different places. We didn't test any aluminum boats that were any better.

38: But beyond her tubular framing, Imp is not particularly radical in that she is ultra-light or has many spreaders or has an exaggerated hull shape?

MULL: Imp does have two things that are somewhat unusual. One, she has sort of a short, lumpy after-ending of the waterline which happens to be treated fairly nicely under the rule, and it's not exaggerated so much that it's a bad shape. That same shape has been exaggerated and produces pretty slow boats. So there is a little fiddley-dee going on in the back end but certainly nothing radical.

The only thing that is a departure from sort of normal curves is the sail area to displacement ratio and the sail area to length ratio. She's got more sail area to displacement than most boats by a lot. That's not readily apparent when you look at her because it's not a different shape or anything, but when you step back and really look at it, boy it's really tall. But that's nothing radical either.

38: So you don't see Imp as nearing the edge of safety?

MULL: No, she's plenty strong.

38: Does this mean you don't necessarily have to risk your life to be competitive? Or is it just getting harder and harder to do?

MULL: Oh well, it's a funny thing. Smaller boats — Quarter, Half, and Three Quarter Tonners, where the crew weight represents a substantial part of the total vehicle weight, then it seems it pays to go closer to the bone, closer to the structural limits. That's because you can count on people-weight to allow you to sail it like a dingy. Once you get over One Ton size it's really hard to make a Two Tonner so you can sail it like a One Tonner, you just can't put that many people on a boat.

We did a boat for Dick Ettinger called Free Spirit that was alot like that. We wanted to do a very wide, fairly flat-bottomed flat-bottomed, light displacement boat. She's 32 feet and weighs 12,000 pounds. In the 'Big Boat Series' up here our finishes were pretty poor but we demonstrated to everyone's satisfaction, certainly mine, in anything over 12 knots of breeze Free Spirit was at least equal to anybody there, including Imp, on rating. In 18 knots of breeze I think she was faster than anybody there on racing. Imp had been arbitrarily rated a foot or so above her rating, but even if she had sailed on her rating I think we would have beaten her a couple of times but we wound up getting into bad tactical situations. We had a reach across the bottom of the bay from No. 7 to No. 8 or whatever it is, and we sailed over about 4 boats, managing to get ourselves back into contention after a bad start and sort of stupid tactics, but we got off in some clean air and just blew right over them.

Unfortunately I didn't realize Dick was moving to southern California because it's a good heavy air boat but not a good

"WE'VE DONE A REAL CRIME TO OURSELVES"

light air boat. Down there she'll probably stink up the course, but in a good breeze she's a helluva boat — really fun to sail, controllable and everything. But it's really hard to sail a boat that size like a dinghy, and one of the ways we did it in the Big Boat Series is we just wound up carrying everybody who wanted to go for a boat ride. I think on one race . . . "Jim, how many . . . Jim . . . Jim! Jim!! Jim!!! don't let me disturb you . . . how many people did we carry on Free Spirit that day you were racing with us?" Fourteen! (Laughter). You had to stand in line to get a seat on the weather rail. But the boat's just really powerful, and ordinarily it's really hard to make a One Tonner so you can sail it like that.

So, what happens is, in the daggerboard, light displacement end of the spectrum there is far more pressure to do a super light, light, very sensitive boat in the small end range than the big end range.

38: What kind of racing do you enjoy the most?

MULL: I used to race in a Star boat and that was really good fun, I got a bang out of it. There's only two people on the boat, you've only got yourself and the other guy to blame. With two people you both participate in the strategy and tactics — you can't sail without the other guy. As boats get bigger and bigger the whole thing gets diluted. Once you get into an overnight race it really gets diluted because you've got a whole other watch to blame while you're asleep. It's surprising to see how many races are lost by the 'other watch' during the night. (Laughter). I think that the major difficulty with ocean races is that the 'other watch' lost the race sometime during the night.

No, I like any kind of sailing. I like racing daysailing, I like cruising although I haven't had the time to do so for a long time now, but I really enjoy that, too. I don't care what the hell kind of boat people go sailing in as long as they are having fun. The thing I don't like is that there are a lot of people out there who are not having any fun anymore!

It used to be here on San Francisco Bay — and I think we've done a real crime to ourselves — it used to be that back in the olden days when I was young and ocean racing, the regattas were Saturday and Sunday affairs. You would sail the boat over to the host yacht club Friday night and there would usually be a dinner or a small halfway party with a few drinks or whatnot and you'd talk to a few people and you'd race like hell on Saturday. Likely as not you'd have dinner at the yacht club that night and if you were young and dumb you'd have a few more drinks than you really needed and you'd sleep on the boat and then you'd wake up on the boat on Sunday and it was really nice. At the St. Francis yacht harbor or San Francisco Yacht Club's harbor sometimes you'd wake up in the morning at 7 or so and smell bacon frying and some fresh coffee coming off the boats. People would be waking up and saying "Hi" to one another and usually you'd have breakfast on the boat. Then you'd race on Sunday, and usually people would even stop in the yacht club after the race to say "Hi" and "Goodbye" and tell a guy you'd run right over him the next time out — but all in really good fun and then you'd sail home Sunday evening.

Nowadays nobody really knows anybody really. They power over to the starting line and half the boats are five minutes late. They race, they give one another the 'finger' after the race is over, and they don't see one another until the next race which is a couple of weeks later. It's stupid! (MORE NEXT MONTH)

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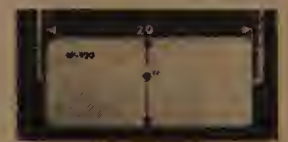
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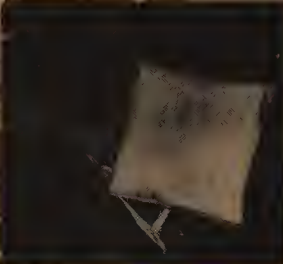
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I.O.R. OFFSHORE

Last month we ran a 5-page spread titled "What Sort of Man is a Serious Ocean Racer?" It was terrible, and consisted of 4 full-page pictures and about 13 lines of drivel. It should have been titled "What Sort of Thing We Do When We've Got A Date With Our Printer". Our apologies to Bill Erkelens and Dave Allen as well as our readers.

Having failed once, we're going to take another shot at letting our readers know what's going on in local offshore racing — IOR style. Little goodies like: Who is racing in what? Where do they race? Who's winning?

We've also got our act together enough to print the interviews we didn't print last time with Bill Erkelens and Dave Allen, owners of the winners of the first two offshore races, as well as opponents in the much delayed Challenge Cup. Not all offshore racers do the ocean in custom boats, so we've also included short pieces with Jaren Leet and James Wagenheim, owner of a new Ericson 34 and Peterson 34 respectively, two production boats designed to run with the custom racers.

And, as a last-minute special feature, printed directly below these wonderful words is the latest on the IOR, the friend / enemy (circle one) of offshore racing.

A FEW WORDS ON IOR

There are three ways you can race offshore. You can race PHRF in a 5-race series that starts in June. If your boat is under 31 feet, you can race in MORA, which has two series of 5-races, which started last month. But, if you want to race with the big new glamor boats, you have to race IOR, which also has two series of five races: the Danforth Series which started last month, and the Gulf of Farallons Series which starts in August.

Since it's inception the IOR has been a source of controversy. There are those who love it, there are those who accept it, and there are those who hate it. And these are just the feelings of some of the people who race under the IOR rule.

Those who like the rule and support IOR (see Gary Mull and Dave Allen elsewhere in this issue) cite certain positive aspects of the rule: It gives freedom to designers and owners to draw and race any kind of boat they want. It's also an international rule, and one they think is simply better than anything else around.

Those who dislike the IOR say the rule has 'fostered unseaworthy and uncomfortable boats that rapidly become obsolete. Nobody argues with the fact that when the IOR replaced the CCA rule, literally hundreds of boats became instantly non-competitive. Detractors of the rule also argue that the rule has effectively eliminated production 'racer/cruisers' from being competitive, and that the rule changes too often.

Just before going to press a new "provisional rule", which Gary Mull claims embodies the most radical changes ever in the IOR, was sent out to all IOR racers. According to the Offshore Racing Council bulletin, the changes are meant to accomplish three things: 1.) To discourage boats from having extremely large sail plans. 2.) To correct what seems to have an unfair advantage for extremely light boats. 3.) To assist older boats in becoming competitive and to promote the development of dual-purpose (i.e. racer/cruisers) yachts. As we understand it, if you have a relatively short heavy boat, with a moderate sail plan, the "provisional rule" will suit you just fine. If you have a long, lightweight, large sail area boat, you probably won't like it.

With the bulletin, the Offshore Racing Council sent out a list demonstrating how the provisional rule would affect a sampling of about 150 boats. Of this list of production boats, only 6 would get higher handicaps. The Ranger 22s and Ranger 28s would suffer slightly; the J-24 would be hurt and little more; Santana 20s, NorthStar 727s, and Santa Cruz 27s would take a beating. Boats that come out smelling like roses included those such as Pearson Vanguards, Bermuda 40s, Columbia 50s, and Tartan 34s just to name a few. All of these boats would have their ratings reduced by between 10 and 15%. Almost all other production boats would receive substantially lower handicaps also.

For purposes of comparison, under the provisional rule the Santa Cruz 27 would have to give time, and in some cases lots of time, to the following boats: Ericson 41, Ericson 37, Islander 36, Yankee 38, and Ranger 37 to name just a few. In a ten mile race, a Santa Cruz 27 would have to give an Alberg 35 almost 9 minutes in time. Irony of ironies, this is just about how the two boats rate out under PHRF. As a second comparison, the provisional rule would have Santana 20's competing with Peterson 25s on an almost boat-for-boat basis. Interesting, no?

Paradoxically enough, the "provisional rule" seem to give argumentative ammo to both those who like the IOR and to those who don't like the IOR. Pro IOR sailors can point to the fact that the IOR is encouraging more sensible, heavily constructed yachts, and penalizing 'radical' ones. Those who don't like the rule will say "Sure, but look, you just made a whole flock of new boats and those on the boards instantly obsolete — you've done it again." Weirdly enough, these sailors with negative IOR thoughts would be siding with those people who own the boats they hate most — strange shipmates to say the least.

Clearly the provisional rule will create turmoil — those who would gain versus those who would lose — and if your boat is made obsolete, you've got a lot to lose. The turmoil will be particularly fierce since this is only a provisional rule, and it is up to local race officials to decide whether or not to implement it. Final approval from the Offshore Racing Council could come no earlier than November.

This is confusing, isn't it. Confusion has always been one of the problems of the IOR. Not only do fewer sailors understand the IOR rule than understand the Theory of Relativity, even less can keep up with all the changes and proposed changes.

Will the provisional rule revive the IOR? Who the hell knows! But it hardly seems likely that hordes will be drawn back to the starting line on the basis of a provisional rule — a rule nobody even knows will ever be accepted.

Nobody can deny that the IOR is consistent. It was born in controversy, has lived in controversy, and remains in controversy!

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8959	Panache	Lee 40	33.1	R. Park	RYC
8552	Incredible	Peterson 2T	32.1	C. Leson	MYCO
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7948	Panacea	Cal 40	30.4	M. Shenson	STFYC
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8586	Regardless	Tartan 41	30.1	B. Cole	STFYC
8570	Blitz	Tartan 41	30.0	K. Schoebel	STFYC
8556	Another Girl	N-41	29.9	L. Delmas	STFYC
8538	Green Buffalo	Cal 40	29.9	C & F Nelson	STFYC
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8662	Molly B	S&S sloop	27.3	D. Baylis	SFYC
37793	Bones V	Cal 33 M	27.1	B. Chapman	SFYC
8679	Everic	Y-38	26.9	A. Monjoin	OPYC
8672	Vicarious	Cal 33	26.7	D. Jesberg	SFYC
37800	Gamma	Ranger 37	26.7	R. Wilson	STFYC
18634	Magewind	Peterson 34	26.1	J. Wangenheim	STFYC
18680	Wovoka	Peterson 34	26.0	C. McCuskey	SCC
18686	The Force	Peterson 34	25.7	Graham/Anderson	PHYC
18735	Black Magic	C&C 33	25.0	J. van Heeckeren	SFYC
8675	Moonshadow	Wylie Cust.	24.9	R. Hall	RYC
18718	Wicked Witch	Eric. 34	24.6	J. Leet	STFYC
29001	Chico	Mull 30	24.5	B. Dubilier	SFYC
8746	Edelweiss II	Cal 3-30	24.4	P. Boyce	RYC
8765	Wanderlust	Eric. 35	23.7	B. Munro	CPYC
8719	Osibisa	Col. 30	23.6	H. MacKerrow	VYC
8758	Chimera 3	Tartan 30	23.0	B. Fairbairn	CPYC
18807	Roulette	Ranger 28	21.0	H. Bedford	MYCO
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INTRODUCING THE

Sailaway — \$110,000

GULFSTAR SAILMASTER



Gulfstar's Newest Addition to "Quality Yachts"

LOA	47'0"	Displacement	38,000 lbs.
LWL	41'10"	Ballast (lead)	10,500 lbs.
Beam	14'2"	Sail Area	965 sq. ft.
Draft	4'11"	Fresh Water Capacity	300 gal.
Fuel Capacity		150 gal.	

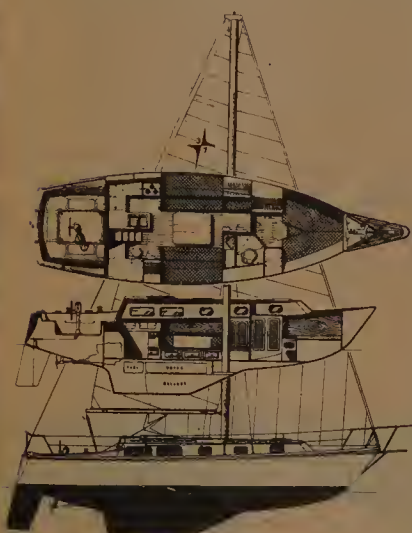
Boating NOVEMBER 1976

That a new boat should be so close to right the first time out is the logical result of two good men working together: Gulfstar's Vince Lazzara on the hull and Bill Stevens on the

interior and accommodations.

Lazzara has a passion for excellence: superior-strength fiberglass layup, molded-in nonslip deck surfaces, seacocks on all through-hull fittings, copper tubing for plumbing, and color-coded electrical wiring, for examples.

Stevens designs an interior that incorporates experience distilled from hundreds of charters: such things as generous headroom throughout, comfortable berths, cabin seating with good legroom, an easy-to-work galley, efficient navigation/communication center, well-planned heads, and convenient handholds for rough weather.



37

CRUISING SAILBOAT

LOA	37'0"
LWL	32'0"
Beam	11'10"
Draft	4'9"
Displacement	19,500 lbs.
Ballast	8,000 lbs.
Sail Area—Sloop	614 sq. ft.
Fresh Water Capacity	50 gal.
Fuel Capacity	30 gal.
Designer:	V. S. Lazzara

Sailaway — \$57,671

43

CRUISING SAILBOAT Mark II

LOA	42'7"
LWL	33'0"
Beam	11'10"
Draft	5'0"
Displacement	23,000 lbs.
Ballast	8,000 lbs.
Sail Area—Sloop Ketch	691 sq. ft. 731 sq. ft.
Fresh Water Capacity	115 gal.
Fuel Capacity	65 gal.
Designer:	V. S. Lazzara

Sailaway — \$74,030

50

CRUISING SAILBOAT Mark II

LOA	50'0"
LWL	39'8"
Beam	13'6"
Draft	6'0"
Displacement	35,000 lbs.
Ballast	10,500 lbs.
Sail Area—Sloop Ketch	895 sq. ft. 963 sq. ft.
Fresh Water Capacity	210 gal.
Fuel Capacity	100 gal.
Designer:	V. S. Lazzara

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WHERE & WHEN

The IOR offshore racing season is divided into two parts: the Danforth Series and the Gulf of Farallons Series.

The **Danforth Series** consists of 5 ocean races. 1.) The **Schoonmaker-Stewart Race**, a 25 - mile dash around the light bucket and back to the St. Francis YC. 2.) The **Montara-Farallons Race**, a 77.5 miler that takes the fleet from the St. Francis out around the last ship channel bouy, down to the Point Montara lighted horn, around the southeast Farallon and back to the St. Francis. 3.) The **Buckner Race**, a 99.6 mile affair, starting at the St. Francis before heading around the Bodega light bouy, around the San Francisco Approach Bouy, and then back to the St. Francis. 4.) The **Glenn Waterhouse Race**, a bruising 204 mile course starting off Baker's Beach, around the southeast Farallon, then to the Point Cabrillo - Monterey entrance bouy, back to the San Francisco Approach Bouy, and finishing at the St. Francis. 5.) The **Farallons Race**, a 57 - mile bout from the St. Francis to the Farallons and back - this year's race will be the 44th running of that race.

Each race in the Danforth Series is weighted according to the course sailed. The Schoonmaker-Stewart is the least important with a 1-point rating, the Waterhouse the most important with a 4-point rating.

The Danforth Series started on April Fool's Day with the Schoonmaker - Stewart Race and ends with the Farallons Race on June 24th. Generally, the Danforth Series is considered more brutal than the Gulf of Farallons Series which follows, but as always you just can't tell about the weather.

The **Gulf of Farallons Series** consists of five more ocean races starting on August 12 and ending October 7th. 1.) The first race is the **Drakes Bay Race**, a dash from the St. Francis to the Coast Guard dock at Drakes Bay, where the fleet spends the night before reversing the course the next day. The distance is calculated at 28.3 miles for each leg. 2.) The **Lightship - Duxbury Race**, a race whose distance has not been calculated in the race program, begins at the St. Francis. From there the fleet rounds the Approach Bouy, then to a bouy 2 miles south of Duxbury Point, and then a return to the St. Francis. 3.) The **Windjammers Race** to Santa Cruz is the traditional sprint from the St. Francis to off the wharf at Santa Cruz. 4.) The **Richard Bernstein Half Moon Bay Race** starts off the St. Francis, heads around the Approach Bouy, to the Pillar Point Bell, and then to the breakwater at Half Moon Bay. The boats spend the night at Half Moon Bay and reverse the course the following day. 5.) The final race of the Gulf of Farallons Series is the **Jim Ong Ocean Triangle**, a 42.5 mile run from the Golden Gate YC to the bouy south of Duxbury Point, then to the SF Approach Bouy, then to the South Approach Bouy, back to the SF Approach Bouy and then return to the starting line.

Just as in the Danforth Series, the Gulf of Farallons races are weighted, with some races counting two points, others just one.

Both series are extremely challenging, offering almost every kind of wind and sea condition. Blasting winds are not uncommon, neither are windless nights. The seas can range from monstrous to flat calm. You just don't find this variety of challenging conditions many places in the world that require the full spectrum of sailing talents. The two series are a superb test of boats and gear, of sailing skills, tactics and stamina.

IOR is not the only way to race in the ocean. PHRF boats

have their own series which starts August 12th, sailing the same courses as the IOR boats do in the Gulf of Farallons Series. For boats under 31 feet, there is the alternative to race MORA, which like the IOR, sails two series of five races: The Pete Smith Series in which some of the races are run with the IOR boats sailing the Danforth Series, and some are shorter or different courses. The Second MORA series is the Golden Hind Series, which like the PHRF boats, sail the same courses on the same days as do the IOR boats in the Gulf of Farallons.

While these are the major series, there are several other races for IOR, PHRF, and MORA boats. These are special events and augment the series listed above. It's a great ocean out there, and it's yours to use. So take your pick how you want to race, it's not too late and the sailing is great!

— Latitude 38

Lois Lane — problems on a port tack



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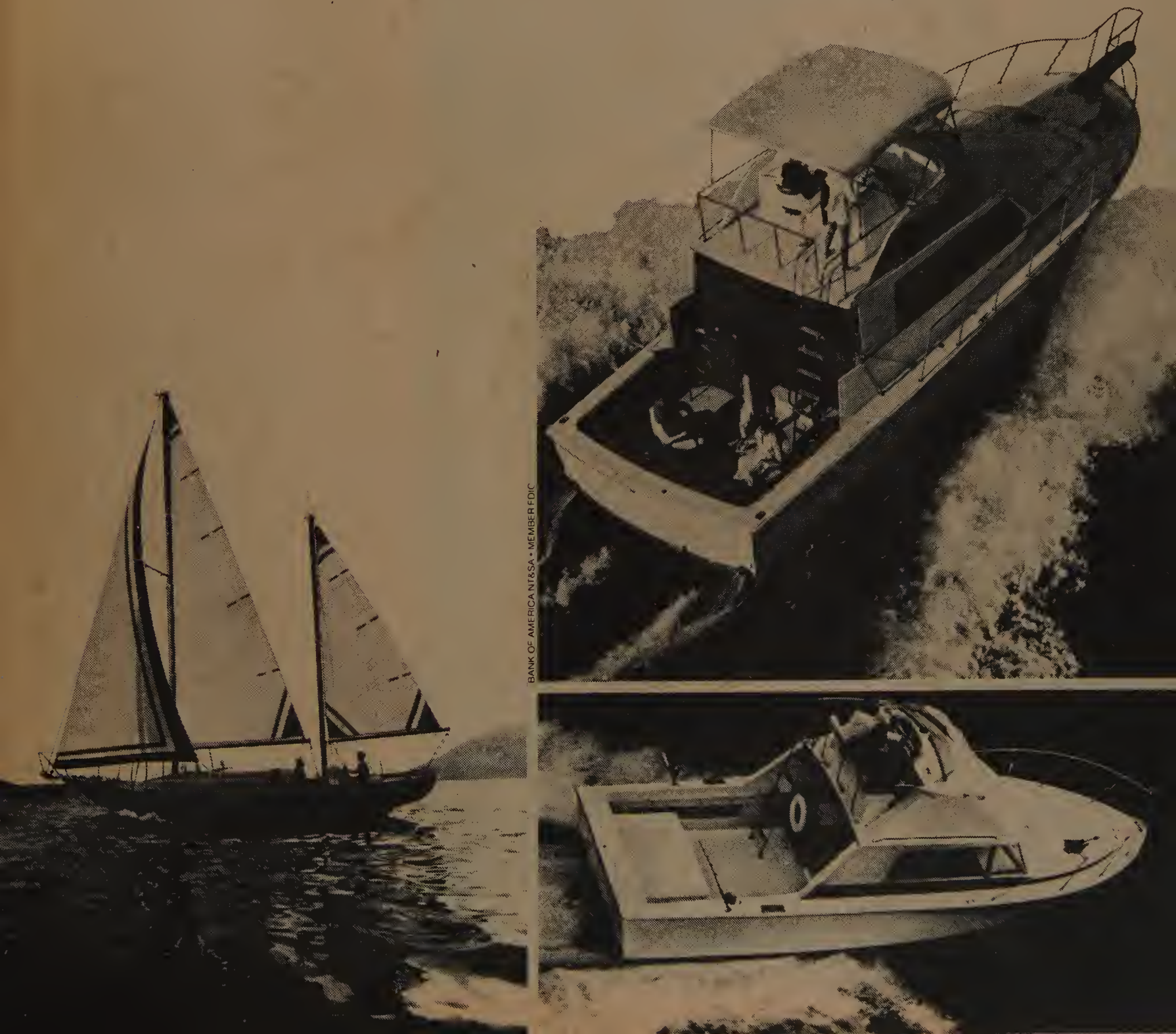
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JAREN

For Jaren Leet and James Wagenheim the finish of the Schoonmaker-Stewart Race was among the most exciting they had ever been in.

Jaren Leet — "Wicked Witch"

Wagenheim was understandably jubilant because it was only the second race in his new Peterson 34 and at the finish line only Incredible, Lightning, Amateur Hour and Sweet Okole were in front of him. When it was all over, second in the entire IOR fleet, a mere 18 seconds behind the 'rocket ship' Imp.

For Jaren Leet and his new Ericson Wicked Witch his 5th in division finish — partly due to overstanding the light bucket with Sweet Okole and others — was not nearly as exciting as the manner in which he finished. The clew of the spinnaker got loose just as they crossed the line at the St. Francis YC. The entire chute ended up billowing before Witch, and while it wasn't art, it was indeed exciting.

The similarities between Wagenheim and Leet go far beyond exciting finishes. Both in many ways embody what the IOR officials hope will be a revival in the number of IOR racers — specifically the production 'racer/cruiser' competitor that has forsaken the IOR in significant numbers.

James and Jaren both own their own businesses. Leet makes the "purest water in the world" and Wagenheim is in real estate — and they often feel the tension and anxiety of going it alone. Yet both are convinced that racing IOR is the best way to relieve those tensions. Leet admits that he often returns to the office on Monday "bruised and aching". But his mind is clear and he works more efficiently. Wagenheim visualizes IOR racing as "active meditation" and often sails and races with business associates.

Even though they race to get away from business, they freely admit that competitive racing requires many of the same organizational efforts and talents necessary in business. The difference is that in racing you can 'fail' and have a ball and be healthy doing it.

But why race IOR against the custom boats, why not attack PHRF? Wagenheim and Leet both agree they are competitive by nature and want to go against the best: Imp, Lois Lane, Sweet Okole, Incredible, et al. Neither harbor delusions of consistently threatening such world class boats, but the possibility of a win or two lingers in the back of their minds. Even if they aren't winning, racing against the top boats is the best yardstick of how their skills are developing.



Indeed, Mage Wind did give Imp a real run for her money in the Lightship race, and Wagenheim is hungry for another shot. Leet didn't fare quite as well in that race, finishing fifth in Division II, but that did not diminish his enthusiasm. Winning is not as important as doing your best, and doesn't dilute the fun. Jaren looks to Bob Klein in Amateur Hour for inspiration; Amateur Hour may not be the fastest boat on the course, but Klein's savy and dedication make him a constant threat to skunk the fleet. There are, after all, advantages to being the underdog.

Neither James or Jaren said they could have rationalized the expense of a 'one-off', and both insisted that their new boats have a sufficiently commodious interior to please their family. Leet was tickled when his 14 year-old daughter had 'Dad' take her and her friends sailing for her birthday party. Leet also cites the 'Ericson Day' regattas as being wonderful family racing fun as well as great occasions to get acquainted with other racing families.

Wagenheim's wife enjoyed the Lightship race, and although they just took delivery of the Peterson, both are looking forward to cruising up the Delta and along the coast. The Wagenheim children, aged 10 and 6, have taken to sailing and enjoy bringing their companions along — something bound to please any parent.

If the IOR is ever going to recover from its loss of entrants in recent years, it's going to be with owners like Jaren Leet and James Wagenheim. Owners who are willing to work hard to try and beat the best, but who can be content with the sheer pleasure of sailing and the now and then crack at the winner's circle. And, the kinds of boats these kinds of owners are going to want are production 'racer/cruisers', boats that have sufficient competitive potential, family approved interiors, and good resale value.

Are there enough potential owners around like Wagenheim and Leet? Can production manufacturers build boats that are reasonably competitive? Only time will tell, but for right now James and Jaren are having a ball. Even if an Imp leaves them in the dust, they can look to one another for close competition. The way it is now, Leet and

Wagenheim both believe you can have your cake and eat it too. They say it tastes pretty good.

— Latitude 38

James Wagenheim — "Mage Wind"

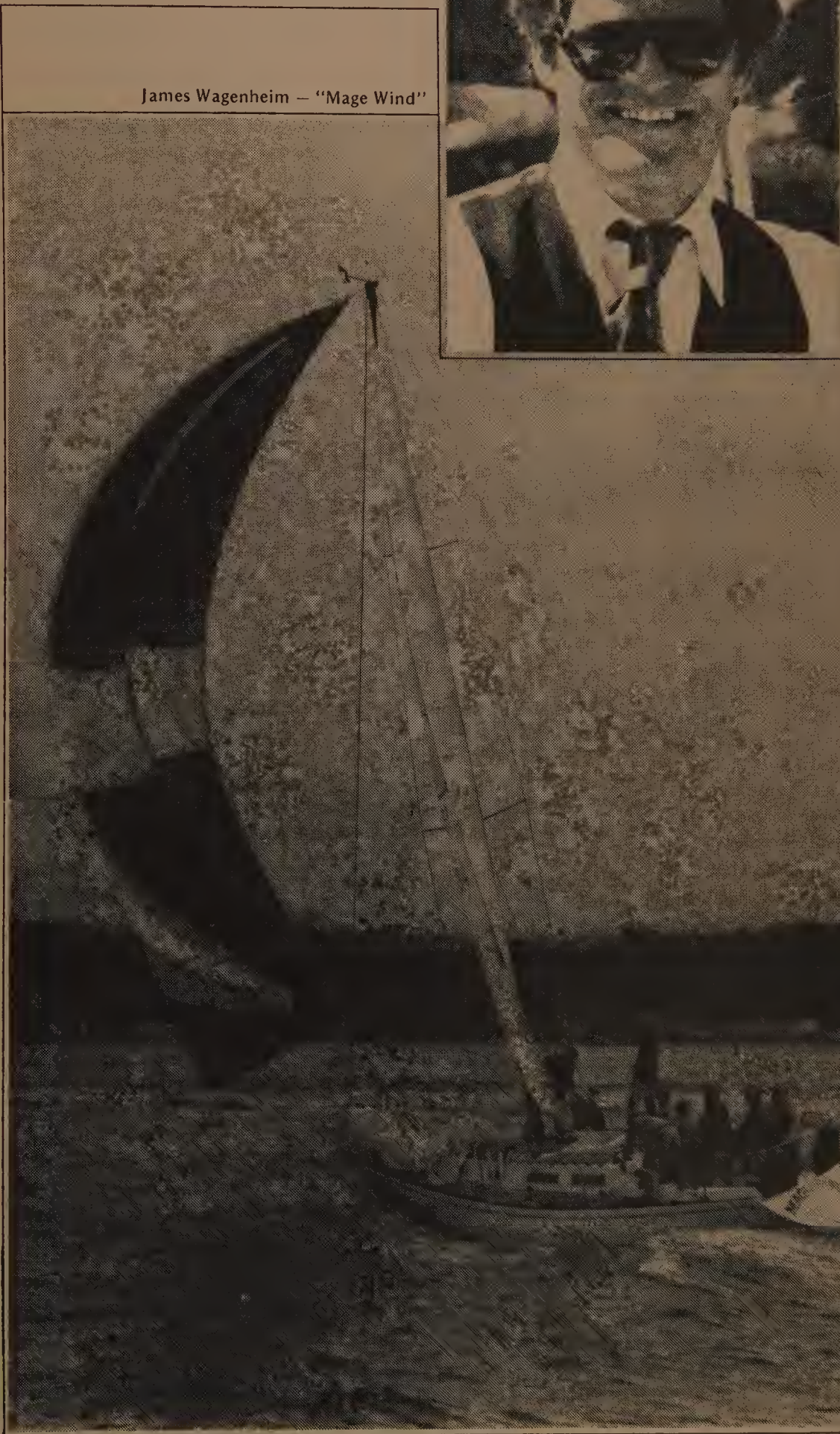


Photo: Diane Beeston

RESULTS

SCHOONMAKER-STEWART

Preliminary Results

SAIL #	YACHT	FINISH	CORRECTED ELAPSED	PLACE
<u>IORDA I</u>				
8990	Imp	14:44:00	3:44:01	1
8959	Panache	14:45:54	3:50:40	2
8699	New Life	14:59:25	3:54:15	3
8534	Bodacious	14:59:15	3:55:13	4
8570	Blitz	15:00:14	3:57:35	5
8586	Regardless	15:00:21	3:57:59	6
8556	Another Girl	15:01:50	3:58:55	7
8559	Demasiada	15:03:01	3:59:32	8
8588	Bohemia	15:06:05	4:02:03	9
7948	Panacea	15:05:35	4:03:01	10
8901	Lightning	14:41:28	4:04:06	11
1666	Alegria	15:08:33	4:06:11	12
8943	Finesse	14:54:25	4:06:43	13
8985	Natoma	14:47:10	4:13:46	14
8552	Incredible	14:41:50	4:14:39*	15
8975	Lois Lane	DNF		
8998	Shillelagh	DNF		
8598	Racy	n/c		

IORDA II

18634	Magewind	14:43:49	3:44:21	1
8662	Molly B	14:45:28	3:49:47	2
29000	Sweet Okole	14:43:14	3:50:07	3
8510	Amateur Hour	14:42:47	3:50:34	4
18718	Wicked Witch	14:58:25	3:53:27	5
8680	Quadri	14:49:20	3:53:45	6
18693	Blithe Spirit	14:50:11	3:54:55	7
8746	Edelweiss II	15:01:00	3:55:28	8
18680	Wovoka	14:57:15	3:57:25	9
18686	The Force	14:56:17	3:57:29	10
8679	Everic	14:55:11	3:58:20	11
18735	Black Magic	15:07:13	4:03:33	12
8719	Osibisa	15:57:36	4:49:00	13

INTERVIEW WITH BILL



and larger Moonshadow. In other words she's an easy and fun boat to sail — and that's really important to me. The fore-triangle is small so headsails are easy to change, the boat is light enough to steer with a tiller, and it goes fast which is what it's all about. "Fast is fun" is Bill Lee's term, and it's true.

38: What are your racing plans?

ERKELENS: I'd planned to do the SORC and the Onion Patch, but for various reasons both of them fell through. I'm going to race the ocean here, probably do the Santa Barbara Race, and we've challenged with Lois for the Perpetual Trophy that San Diego holds. We're hoping to do that, and then there's the San Francisco Challenge Cup against Imp.

38: Do you prefer either racing around the bouys or in the ocean?

ERKELENS: I really like the ocean. It's peaceful and you can get away from all the hassles out there. I really get off on being out in the ocean.

38: Do you have to work at it alot?

ERKELENS: It is work now. I work . . . god I can't even say how much. It's a full-time job. I'm lucky to hold my business together. (Laughter). This whole month, just to do the races in L.A., I was only home four days.

38: What were you racing down there?

ERKELENS: The mid-winters, and supposedly the first two Whitneys, but they cancelled the second one.

38: Do you have a solid crew lined-up?

ERKELENS: For the Challenge Cup . . . and later one in the year for the Lipton Cup we're going to have a crew from the St. Francis. For the other races I haven't really nailed it down yet. We had a great crew for the SORC, but then that fell through so I'm trying to put it all back together again.

38: Since you missed the SORC are you going to try and do a TransPac?

ERKELENS: Yes. After the local ocean races and the challenges, I want to go to Tinsley with the family, then do the Big Boat Series, the Cal Coastal, the Mazatlan Race, and then put it on a trailer and drive to Florida and leave it there until the Circuit starts next year. Then I hope to do the TransPac in '79.

38: What are Lois' strong points?

ERKELENS: She's really . . . off the wind, reaching and running — she's a bomb in a sea, and she's pretty good

upwind too. She's also good in light wind with slop.

38: What's her weakest point?

ERKELENS: The weakest point is no wind (Laughter) and a sea. Seriously, two knots and under. We got caught off the east end of Catalina and we lost all the boat speed and it took a long time to get her going again. But after that . . . she's good in light air, though.

38: What does Lois rate under IOR?

ERKELENS: Well, she's closer to One Ton than a Two Tonner. The main rating would be 29.1 or 29.0. The way she sits now, we're about 29.5 because we put 500 pounds of lead in the bottom of the keel for the Challenge Cup against Imp because we have to rate 29.5. For the Danforth Series I'll pull the lead back out and be rating at 29.1.

38: How do you put the lead in and out of the bottom of the keel?

ERKELENS: This little window here at the bottom of the keel. The bottom foot or so is hollow, just filled with foam. So we just dug the foam out and filled it with 500 pounds of lead.

38: What's the idea behind having the bottom of the keel hollow in the first place?

ERKELENS: Well, it makes the boat more like a centerboarder without being a centerboarder. The center of effort is higher, so when it's light and lumpy sailing, the boat doesn't pitch as much. It also gives a long leading edge to the keel.

38: Is it a big job to put the lead in and out?

ERKELENS: Not really. I'll probably put the lead back in for the Lipton Cup.

38: Why did you decide to have Lois done cold molded?

ERKELENS: I always wanted a wood boat. All the boats I had before were glass and painted and stark down below. Plus, I always wanted a varnished, natural wood boat.

38: Have you cruised it yet at all?

ERKELENS: The only cruising was that we sailed it from Newport 30 miles up the coast to L.A., and then back down again — just my son and I.

38: Was Lois easy to handle?

ERKELENS: Oh yeah. And we haven't even had a motor yet, hopefully we'll get it running today. (Laughter). So my son and I came into Newport on Sunday afternoon with a zillion other boats . . . the wind comes right . . . yo

38: How long have you been racing Bill?

ERKELENS: I just started racing two years ago. I raced Moonshadow and a Quarter Tonner in the ocean IOR. We were leading the Danforth all the way until the last race where the rudder broke. We still won our class, but lost overall on the series. Moonshadow had won the Danforth in '74 and '75.

38: What other boats have you owned?

ERKELENS: I had a Rhodes 41, a Quarter Ton by Bob Smith, a Columbia 28, Moonshadow, and now Lois. Well, I had a lot of dinghies, too.

38: What got you going on Lois Lane?

ERKELENS: I was coming down from Bodega on the Buckner Cup, we were really screaming, and I just wanted to go faster. (Laughter).

38: It just hit you on the spur of the moment?

ERKELENS: Well not completely. I wanted to do the SORC, I wanted a bigger boat, and I've always wanted a wood boat.

38: What prompted you to go with Wylie, was it Moonshadow?

ERKELENS: Yeah, what I've got in Lois, in very general terms, is an updated

know when you reach up the channel you've got to tack all the way up to Lido's at the other end. Well, I just had my son drive the boat and I just told him to watch for other boats and I put the runners on and worked the jib. Shit, it was easy and we smoked everybody.

38: How old is your son?

ERKELENS: Twelve, I think. (laughter). He crews on the boat.

38: Are you looking forward to the Challenge Cup with Imp.

ERKELENS: Yeah, it will be neat in a way, because it's squaring off opposites. In Imp you've got what everybody has called the 'boat of the year', so you've got a super Ron Holland design against the latest Tom Wylie design. Also the sailmakers are different, the winches are different makes — there are no two things alike. It will be a race of different concepts.

38: What do you think of the IOR rule?

ERKELENS: The IOR was in effect when I started racing. Before that was the CCA, but I don't know much about it. Anytime you have a rule you're going to get people who don't like it. But the way I see it, racing is becoming so sophisticated it's going to go back to being a rich man's sport. There are guys who are going to have paid professional crews who are actually going to go out and practice every day of the week. And the boats themselves are going to be so sophisticated that it's going to take professionals to sail them.

38: And you don't like that.

ERKELENS: I don't like it. I like to win, everybody likes to win. But winning — like down in L.A., we didn't win anything but I had a hell of a good time. To me, because it's not my livelihood, I want to have a good time. I want a machine that's sophisticated enough to win, and I want to work hard to win, but I can't compete with full time professional 'teams'.

Sailing has got to be fun. You know I'm almost burned out now, and by next year. . . well if we do the Circuit in Florida I don't think I'll even do the next Danforth, I'll just pull the boat out and get it ready for the TransPac.

I'm also really looking forward to doing some cruising.

38: Will Lois make a good cruising boat?

ERKELENS: Uuuuhhhhhh . . . well a really good cruising boat . . . yeah, in a way. I'm not used to — well I got four kids in my family, my wife is a very flexible lady and we're used to getting along. Even my 41' Rhodes didn't have

headroom for me, so headroom is no big thing and that's the only thing that Lois is lacking.

Every summer we've always gone down to Santa Cruz Island or Monterey or somewhere, taking a couple of three weeks to cruise. I really, really enjoy that and am looking forward to it. But right now I don't have the time, when you race you have to concentrate on racing.

38: Do you think it is a drawback that the IOR seems to 'create' boats that aren't particularly suitable for cruising?

ERKELENS: No. You look at boats like Racy or Incredible, they have full interiors down below, the look plush. All you have to do is add a few things — why even look at the current cruising boat concept. Everyone is saying 'why should I cruise at 4 knots when I can cruise just as comfortably at 6 knots?' You even did an article on the guy who was following Skip Allen delivering Improbable Down Under — he got so mad he went and got one of Gannon's boats to cruise in.

It's nice to be out on the ocean, but it's nice to get to port too. I like to go optimum speed, not just bob around in one place. I enjoy being out there, but I also really enjoy coming into a nice anchorage and dropping the hook and spending a couple of days. Heck we spent 6 weeks at Santa Cruz Island alone, just going around to different harbors, and that was in the Columbia 28. It was great.

38: So you enjoy cruising as much as racing?

ERKELENS: I like to race, and when I race I like to go all out, I don't want to take mom and pop out. When I cruise, I don't want any racers aboard, I just want to be with my family. Maybe have another boat to cruise together with. I'm not into ocean crossing for a pleasure cruise, I like to coastal cruise, sailing for a day or two and then pull into a nice anchorage. If I'm ocean racing that's one thing, but I don't think sailing for 20 days on the ocean for just pleasure is what I'm looking for.

38: Do you think the IOR 'made' you build a more radical boat than you otherwise would have wanted?

ERKELENS: I hear that.

38: Well, what's your feeling?

ERKELENS: I'm not that much into the IOR rule. Lois is pretty much an IOR boat, but the design concept is just a simple, fast boat.

38: It's not a rule-beater then?

ERKELENS: Well yeah it is, with the way the transom, the way they mounted the skeg, and they added blisters here and a little bump there. They did things to keep the rating down. Without the alter-

Photo: Diane Beeston



Lois Lane in the Challenge Cup

ations the boat probably would have rated at least 1.0 feet more.

38: You bought a tractor and trailer to haul your boat around. How has that worked out?

ERKELENS: It's been a real kick. I enjoy driving the boat around. Down in Newport it was really crazy because the streets are so narrow and everything is so compact. I keep dragging this 40-foot boat down residential streets and around tight corners — I really had a lot of fun.

38: Is Lois the perfect size boat for you?

ERKELENS: It's just great. It's small enough to singlehand, I was going to go in the Singlehand Farallons Race, but I've got to get the bingo out of the transom. [Ed note; Bill did enter the race the night before and was first to finish] I couldn't win something like that because of the handicap I would get, but it would be great fun! That's another reason I like the IOR, they give you a guideline and you can do whatever you want with it and it comes out to a certain rating. It makes no difference how you sail the boat, or what it was supposed to be. You get a boat like Lois and people say 'wow! it's a hot racer and under PHRF or something there is no way you could win with the handicap you'd get. That's the good side of the IOR.

38: So you just take the rule for what it is, with its good points and bad.



ERKELENS: Yes. Like right now I think some of the hottest racing is going to be right here in the bay area. You've got Lois and Imp, Sweet Okole, Incredible, Racy, the new Entertainer — in just that small group there's an powerful nucleus of strong competitive racing.

38: Was this nucleus part of the reason you went ahead with Lois?

ERKELENS: Yeah, there's all these hot boats and it's hot racing, and I want to be where the action is.

If I'm going to race, I want to win. And to win you need a fast boat, but even a fast boat doesn't guarantee that you're going to win. My philosophy is that if you have the right tool, then it's up to you to win — it's a greater challenge because if you lose you only have yourself to blame.

It's just like down in L.A. It wasn't the boat's fault we didn't win, it was our fault (Laughter) we kept going the wrong way. But I'm not going to throw in the towel, I've been working on the boat three days a week since January. The boats going to be racing all through the summer and that's a hell of a commitment. You know, I don't have a 'boat nigger', I'm the 'boat nigger'. I truck my boat everywhere and do most of the work because I couldn't afford it any other way. I also enjoy it that way. I get a lot more enjoyment and satisfaction

out of doing a lot of the work rather than if I just paid someone to do it. I think everyone finds it's true, the more work you do yourself, the more you like your boat.

38: Does your family race with you, do you take the kids along?

ERKELENS: Well, my oldest son is 12 and he raced with me last year and he's going to race this year. My middle one is 11 and he's starting to show an interest and he'll probably come out once in a while. The other son is 9 and hasn't shown an interest yet, and the other is just a couple of months old. My wife went on the first three races of the Danforth last year on Moonshadow.

38: Did she like it?

ERKELENS: Well yeah, but like everyone else she got wet and cold. We've got a two-month old baby so she won't be racing too much this year.

38: But you enjoy the fact that you're family likes to sail.

ERKELENS: Yeah, the concept of having the truck and trailer for the boat was to be able to drive to all the events and to be able to do it economically enough so the family could come if they wanted. We wanted more racing variety than just in the bay area, and with the tractor and trailer it can be an adventure going to Seattle or Mexico or wherever.

Going down to L.A. was great, I spent \$50 for diesel fuel and the only other expenses were dropping the boat in and out — and even that wasn't too bad since I step the mast and rig the boat. I've got 8 grand into the tractor and trailer, so once I've done one long trip — say to Florida — it's already paid for itself.

38: Have you thought about racing down to Mexico and trucking the boat back?

ERKELENS: Well hopefully we can make the Mazatlan Race which is sometime in late fall and the family can come down and cruise. After that's over I'll throw the boat on the trailer and truck it across Mexico to Corpus Christi and keep right on going to Florida. I'll leave the boat on the trailer in the yard until just before the SORC and be all ready to go.

It would be nice, I could just throw the boat in the water and step the mast and be ready to go. None of this . . . I don't like last-minute get-the-boat-ready bullshit. These guys who launch the night before, get the boat measured at the last minute — they're efficiency level is only about 30% even though they are giving it everything they have. And when you do things at the last minute the bills are three times as high.

38: Speaking of economy, does the 7/8's rig on Lois allow you to get by with fewer headsails?

ERKELENS: Yes, and they are smaller too. That's one of the big advantages of a non-masthead rig, other boats might have to make three headsail changes to our one. We don't have to change headsails everytime the winds drop 5 knots or picks up a bit. With the big main you can put more or less power in, basically depending on how you flatten it. And I don't care what kind of headstay foil a boat has, if they have to make a headsail change and we don't, that's a big advantage for us. Including the storm sails we have 12 bags of sails, and 5 are spinnakers — a masthead rig boat would have to have more and larger headsails to be equally efficient.

The drawback of the 7/8's rig is that you have runners and that you can be a little under powered in light airs. A boat has to be relatively light to be 7/8s rig, because if it weren't it could have some real problems in light air. Lois would probably go just as fast most times, and sometimes even faster, with a masthead rig. But the bigger headsails require bigger gear and bigger winches, right? Everything would cost more, and it would take more manual labor to sail it, and that takes some of the fun out of it.

I figure that the lighter the boat the easier it is to sail. I've sailed on Peterson Two Tonners that are twice as hard to sail as Lois. Sure, their 'J's are four feet longer, and hell the 'I' is 15 feet higher — that's a lot of sail area to handle. And the spinnakers are almost twice the size. I think that it's easier to find good crew on a lighter, faster boat that requires fewer sail changes — it's just more fun!

The fact that Lois is a 7/8's rig and lightweight also means she costs about half of what a normal Two Tonner costs — and I think we can keep up with them and have more fun at the same time. I didn't have a big budget, and I wanted to travel, and Lois with the tractor and trailer is the only way it was possible.

38: Are you able to stay within the budget?

ERKELENS: I don't have a budget and that's terrible. I'm already way over what I thought it would cost. But I'm happy with the flexibility. I can travel with the boat and the family economically and see and sail places that wouldn't be otherwise possible. This way when I come back from wherever I've been, I can be totally refreshed and ready to go back to work and feel great about it.

38: Thank you, Bill.

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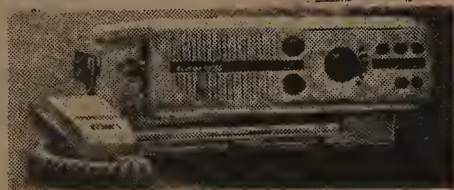
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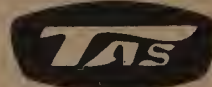
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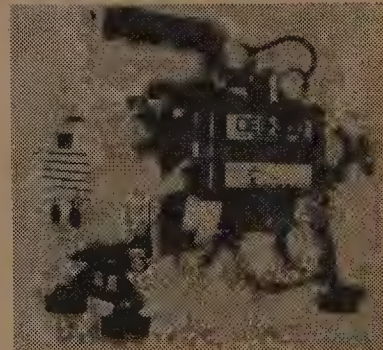
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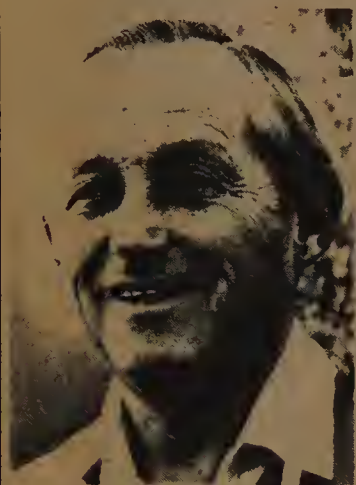
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INTERVIEW WITH DAVE



ALLEN: It's a combination; you race against the other boats and to reach your highest potential. Offshore, of course, you've got a crew and that is your basic tool — you need to have good people, and I'm speaking as an owner not so much as a crew member. But it's a pleasure getting together men and boys and girls who really enjoy experiencing this kind of outdoor experience. Together you work with the elements, not against them. You're conscious of the tides, the winds, approaching weather, and even the time of day. The time of day is important tactically because the winds usually drop off during the evening hours. Even though people commonly think of the San Francisco entrance as being a very rough, windy area, it's usually only in the afternoon that those winds are sustained — the mornings and from midnight on tend to be real drifting matches. In fact it's these conditions that make your lighter boats today so much more fun to race. Thirty years ago the boats were much heavier and didn't do so well in the chop and light airs.

But getting back to your earlier question, sailing is really a way of life. It's something you develop a feeling for and unless you resist it, you just want to keep sailing. Sure there are times, as it's often said, that you're wet and cold and wonder "what am I doing here?" But then there are many times you can be out there on a beautiful clear night and the sailing is just perfect.

38: Have you ever wanted to say to the crew "Let's go back and sit in front of the fire with a brandy, it's just too rotten out here?"

ALLEN: Well, it's never been that kind of situation. Once we've committed ourselves to do something we do our very best to do it — unless of course it would be foolish to continue. No, we've never turned back because we've had a change of heart. The fellas we associate ourselves with are all good sailors and good competitors, and it's beyond a point of them trying to prove something to themselves. We're all just out to see how well we can do, as part of a team and sailing against other boats.

38: How long have you been racing in the ocean? In fact how old is the Danforth Series?

ALLEN: I can't tell you offhand how long the series has been going on, but

they developed from a group of separate offshore races — and I'm guessing now — about 15 years ago. Prior to that time there were offshore races sponsored by clubs on an individual basis. It was a consolidation of effort of the part of the yacht clubs to make it a good series, rather than a bunch of isolated races.

Prior to the war, going back to the 30's, I raced in the Farallons Race and the Lightship Race and so forth. In those days the concept of some of the races — like the race to Point Reyes — was more of a 'race-cruise' than a very competitive race. One race-cruise even went into Inverness on Tomales Bay and everyone rafted up and had an extremely pleasant time.

38: What kinds of boats were you racing with at the time?

ALLEN: Naturally they were all pretty much custom boats. The boat my parents had while I was in high school college was a 62' Alden ketch which was a lovely big boat. In those days you raced against similar boats like Orient, Nam Sang, and other boats in that size range. Dorade was a 52' boat that came along and was built as a far more efficient sailing boat. It was the first, not 'rule-beater', but the first boat well-designed within the racing rule.

38: Do you like sailing in the ocean more than around the bouys?

ALLEN: I like it all. But, for my own personal standpoint I can arrange my schedule to get in a good overnight race in the ocean. We get busy at work on weekends and we like to spend time with the family, and there are just so many races around the bay that we don't have enough time to be involved with all of them. For example, the Schoonmaker-Stewart dash around the light bucket — you leave on a Saturday morning and be back that afternoon. That way you've had a good race, you can spend time with the family in the evening and still go out for a family sail on Sunday. This is one of the reasons I'm looking forward to some of the match races coming up.

38: Does the rest of your family sail with you a lot?

ALLEN: They have not raced with me a lot, but we've sailed together a lot. We had a 54' schooner, Privateer, when our kids were growing up and that was a lovely family boat which we sailed to Honolulu with our kids.

38: Lot's of sailors can't understand why anyone would want to sail in a rough ocean racing series like the Danforth. Do you do it for the challenge or is it a project you try to complete as best you can, or what?

ALLEN: It is a challenge, and in some ways it is a project, too. But it's a sport, and as other people have observed in the past, a person works ten times harder at his sport than his normal 'productive' work. Sailors who race in the Danforth Series do it for their own physical well-being.

Racing in the bay and out the Gate is a challenge because of the tides and the various weather conditions, but there is also a great sense of rapport you develop with your competitors because they are experiencing the same thing.

38: Do you race 'against' other boats, or do you just concentrate on doing your best?

Our kids are all good students and most of them were away for school and that interferes with the close association necessary for a good crew. Consequently you develop your own crew. As much as you'd like to have your own family race with you, when you race intensely, they just can't come home and hop on the boat. At the level of racing we do, you need your steady crew.

At times all of our kids have been involved in the racing we've been in, and in races . . . for example the races to Honolulu or Nassau, two or three of them have always been able to take time off to come down and sail the boat home from Hawaii or Nassau or whatever. When we went down to Australia we had two sets of crews, both involving members of our family. One group went down to the Fijis and the other group went from the Fijis to Australia. They've all been involved, they'd all love to be involved, but their own scholastic and business schedules don't allow them the time to race that I now have.

38: What is your feeling about the IOR rule. Does it bother you, or are you willing to work with it?

ALLEN: Well, we obviously made the decision we weren't going to resist it when we built Imp. We decided to build it as best we could within the IOR, and I support the IOR rule 100% as being the best, because it's an international rule, it's the first truly international rule.

38: We spoke with Gary Mull the other day, and he said that it is only really in the United States where the IOR gets a lot of bad press. How does that compare with your observations?

ALLEN: I would certainly agree with that. It's basically in different . . . I don't know how I can make the point . . . In Europe where racing really started, it began as the 'sport of kings'. People still look at it that way, where a 'yacht' is really a 'dollar sign' or 'pound sign', and the people there are treated that way and the yacht clubs are based on that outlook. It's an elite kind of situation. If you don't have the money or can't be given the money — or be sponsored which a lot of companies in Europe will do. Most of the European races have monetary prizes, you pay an entry fee and you get a monetary prize whether it's sponsored by Mumm's Champagne or Dunhill Cigarettes, or Lipton Tea. It's not a situation where you can make enough in prize money to maintain your boat, but I only mention it to point out that there is a very different perspective in Europe.

Those who can't afford IOR type

boats have gone to this huge proliferation of dinghy sailing. There are far more inland waters in Europe, and they travel across Europe and down to the Mediterranean like we travel between northern and southern California.

In the United States, where you have a totally different approach to the democratic idea, everybody is his own king and can do what he wants to. This is where the individualist comes out. The guy who buys a boat feels that he wants to keep it and have it competitive for ten years — and if the boat gets outmoded he feels sour grapes. You know, "Some guy outstaged me, and so the hell with this kind of racing." So that has brought up the idea of PHRF which allows the guy whose boat has been outmoded to sail with his buddies with a certain kind of handicap. I don't knock that at all.

But I think that the IOR rule is a good working international rule that encourages freedom of thinking. As I see it, it will always be the mark from which other handicaps will be taken. Lots of people who like the PHRF are not saying they don't like IOR, they're just saying it's not good for us, so were not going to sail under that rule. I don't think our country should say the IOR is bad, or that we really want to. It's just that it's difficult to overcome all the negative p.r. against it. In a country as large as ours, you can't expect everyone to be content with a certain level of progress.

38: What about the Farr designs and other so-called 'radical' designs, do you think that those boats are approaching the limits of safety?

ALLEN: The safety of ocean racers concerns me from an overall point of view, but I don't want to leave you with the idea that Farr boats are bad boats — they're not. I think they are great designs. Farr has reached, in a certain size of boat, a shape that is a further analysis of the IOR rule. I don't particularly like the Farr concept so I'm not buying one. However, that doesn't mean they are not good. That's why the Challenge Cup with Lois Lane is going to be fun; Lois Lane is somewhat of a Farr concept going to the shorter rig with a bigger main, and a lighter and lighter hull.

Where Farr, Mull, Holland, and Sparkman/Stephens boats are all approaching the borderline of safety is — and they're all doing the same thing in certain sizes — is an ocean racer with a daggerboard. That is, in my mind, the borderline of safety. I'm not saying they are not safe, I'm just saying that that is not fun. To me, it's an unwise decision.

It's sort of the same thing with 3 or

Photo: Diane Beeston



Imp 'hot-footing' to get to clear air

4-spreader masts, they are perfectly alright except when you combine them with a thin section mast and a daggerboard. There comes a time when these boats get in a downwind situation and they just can't handle it. When they round up they can lose the mast or they just have a difficult time righting themselves because they can't get the weight where it belongs in the boat.

Nevertheless, I'm of the opinion that yacht clubs and safety committees can only go so far in restricting designers. If a guy wants to be stupid enough or try to be on such a close edge of safety, well that's fine for him. I don't think there is any reason we should say that a person is wrong — if he wants to jump off the Golden Gate and try and survive, well that's up to him. But seriously, you need to give people the room to try and come up with new ideas and developments.

38: But don't you feel threatened by someone who is willing to go closer to the limits of safety in an attempt to get an extra fraction of a knot?

ALLEN: No, I say "that's just farther than I'm personally willing to go. I'm making a choice that when it blows hard I'm going to beat that boat and be more comfortable. If he wants to build a boat for lighter breezes and races with a daggerboard and a tall rig — well that's fine with me. But when he gets caught in 20 knots of breeze and can't sail to finish the



race he shouldn't complain — and usually they don't. That's because they recognize the limits they are going to.

38: Do you think that Imp being able to race against Lois Lane is a sort of validation of the value of the IOR rule?

ALLEN: Yes. It's good because they are very different boats and I think that it is fun. It means that every person has a chance to test their own concept.

The downwind sailing boats have all been designed by sailors growing up in the Pacific. You have your prevailing winds and boats that are designed to pick up and wave and surf with it. The concept of lighter materials works well in the Pacific because you don't have to worry about hurricanes as you do on the Atlantic.

38: That's interesting, we never really thought of that.

ALLEN: I hadn't really thought of it before either (Laughter). But you take Farr and Holland and Lee. Farr in New Zealand and down in Australia they started with 18-foot dinghy in Sydney where they are allowed to crowd on all the sail they want to carry — and that's been going on for generations.

38: In the Australians and New Zealanders, do you see a different attitude are they more . . .

ALLEN: Rugged? Yes, I think it's reflected even in this country where the difference in east and west coast is pronounced. In the east they are more

establishment bound, in their traditions and the type of boats and the way they sail. But these attitudes are being diluted as more sailors have greater mobility to see what people are doing in other places.

But the attitudes of the people in New Zealand and Australia is quite different. They are a rugged people. In fact New Zealand's greatest exports are not their lamb and wool, it their sailors and designers. (Laughter). Well, it's true, you look at their population and it's stayed the same for years. When you are in different places or when we were in England you can sense certain national characteristics.

38: Are there any others you can think of?

ALLEN: Well, the Germans seem to be geared into setting up a race plan and sticking to it come hell or high water. If the winds shift, they blame the wind, not themselves. (laughter). It's kinda of an attitude they have. For example in the Admiral's Cup we were in close competition with the German boat Pinta, a boat that was about the same size as Imp and was very very well sailed. The only way we were able to beat them a couple of times was because our crew as a team was more alert to the winds shifts and puffs, and we were able to work away from Pinta. Pretty soon we were a hundred feet away, then a quarter of a mile and so forth. In the meantime they kept sailing the same course. It wasn't that they weren't aware of the shifts, they just continued sailing what they predetermined they thought the course would be.

38: Are there any other national characteristics you can think of?

ALLEN: No, not really. It just some things that you read into what you see. Oh, the Swedes sometimes get kidded because they get up to a point in certain situations where they don't . . . well they freeze up a bit. (Laughter). It's nothing really, but everybody gets kidded about their own national characteristics.

The Italians came to the Admiral's Cup, and they did the same thing in the SORC — they come with color-keyed uniforms to their boat's colors. They have trucks and vans and whatnot all color-keyed to their boat and the boat's insignia. Then they have their PR men, and their women here, and their wives there, and it's really a kick to see them operate. It's fun if you can get together with them on a language level, you can have fun kidding one another about things like that. But it's just a national characteristic, the Italians have always done things with a flair and have been

conscious of design and clothes — and sometimes they'd rather do things in a proper way almost than win. That's how they like to enjoy racing. It's always a big show for them, and win or lose it's a big insult if you don't join them on their boat after a race for a big songfest. (Laughter). So it really is a lot of fun participating with sailors from all the different countries.

38: But even beyond that, do you go there just to race or is the socializing with the people an important part of it?

ALLEN: I would say very definitely that now going there to race and do the best you can is the primary thing. Getting your boat in the right spot at the right time, taking care of the well-being of your crew, the food, the navigation — that's what I'm primarily geared into.

The people you race against in the SORC are basically people that are doing the same thing. Ten years ago it was different. When we first went down there it was in a transition stage between those who sailed with a cruising attitude of let's have a good time, and those who were seriously racing were almost a minority. Now the racing is 100% of the reason that people are there, and you have to be tuned to it and prepared for it because the boats are more and more similar and it's the crews that make the difference. But it is an intense, serious racing situation.

However, you do get to meet a lot of good people, but you are not able to spend as much time with them as you'd like, and it's hard to reciprocate on their hospitality too much from this end of the country because we are so far away.

38: Is there much animosity in racing?

ALLEN: I'd say none! And I haven't sensed it with anyone else. Oh, I think there are times and situations where at the moment you feel antagonistic toward somebody who has either fouled you or something, but there is never antagonism toward someone who has outsmarted you.

38: Where do you plan to race this year other than in the Danforth Series and the various challenge races?

ALLEN: Well, we have no solid plans, but you always wonder. You have to stop and think if you're family is behind you, if you can be covered at the office and that kind of thing. When I agreed to become Commodore of the San Francisco Yacht Club I agreed to stay close by and really run things, and I look to that as a real responsibility. So we'll be staying close to Belvedere this year, and as for next year we'll just have to wait and see.

38: Thank you.

SFYC WINS CHALLENGE CUP

The St. Francis and San Francisco yacht clubs are rivals from years back, and that rivalry was actively renewed with the recent San Francisco Challenge Cup, a best 3 of 5 series of match races. The boats involved belong to our old friends from the last 7 pages; Dave Allen and Imp representing the San Francisco Yacht Club and Bill Erkelens carrying the banner for the St. Francis Yacht Club with the new Wylie-designed Lois Lane.

Many sailors had anticipated that Imp, with her unparalleled record in world class international competition, would be a swift, easy victor. Lois Lane has had only raced a short while, and at the time had only a relatively poor showing in the L.A. mid-winters to her credit. But Imp's victory for the San Francisco Yacht Club was neither swift, nor was it easy. The series was to have started on March 18 and be concluded on the 19th. It just ended 45 minutes ago, April 23.

On March 18th the winds simply did not blow and the races were called off. Good winds piped up on the 19th and Lois Lane created a stir when she won the start and was able to keep feeding Imp dirty air long enough for a 21-second corrected time victory. Lois got the jump on Imp in the second race, too — an extremely important factor in match racing. But Imp footed off into clear air and took off, eventually taking a 51-second victory on corrected times. In the third race Imp finally won a start and just poured it on, taking a convincing victory with a margin of 3 minutes and 21 seconds.

It began to look like Lois Lane's victory in the first race, if not a fluke, was a matter of simply restraining Imp. Lois seemed able to hold her own downwind, but the heavier Imp seemed to sneak away going to weather.

A make-up of the races that didn't get sailing on the 18th was set, but the Schoonmaker-Stewart Race intervened and changed all that. Even while winning that first race in the Danforth Series, Imp had struck a rock with her keel while sneaking in with the tide south of Mile Rock. The impact was resounding and could be heard on boats a hundred yards away. She was left taking on some water where a slight opening seemed to have developed where the hull and keel join. She also had a fist-sized gouge near the bottom of her lead keel.

Lois Lane, however, was in worse shape. Somehow on a port tack she had struck another boat, Sunchaser, while driving out the Gate. Lois's bow climbed right up over onto Sunchaser's house and ended up looking saw-toothed to say the least. The impact of that collision also put a good kink in her mast (see photo page 31). Although Imp could have sailed on the rescheduled date, Lois could not and the two committees agreed to another postponement.

By the time the Challenge Cup was to resume on April 23, Erkelens and the crew on Lois Lane had reason for a bit more optimism. Erkelens had taken Lois to a first-to-finish victory in the Single-handed Farallons Race, perhaps not a big deal in the IOR racing world, but a morale booster nonetheless. But even more reason for optimism was her victory in the Montara - Farallons Race, a race in which she not only beat Imp, but the entire fleet as well.

The first race on April 23 started with Imp having what appeared from shore to be the slightest of starting margins. By the first weather leg she had put 30 seconds between her and Lois. Imp held

her own in the downwind leg and again looked strong in the weather leg. Having to give Lois but 1 minute and 40 seconds on this particular course she looked like a sure winner. Imp crossed the line and the seconds started ticking off. When the clock had run off the minute and 40 seconds, there was Lois right on the line. It was, and this seems impossible, a dead heat! Score the series: Imp 2, Lois 1, Dead Heats 1.

Unfortunately, it was at that time we had to get back to work. It was a beautiful sight to see, if we may say that without being mushy. The wonderful symmetry and curves of the hulls together were incredibly graceful from our vantage point.

We did not see the last race, but Imp sailed to a 28-second corrected time victory to win the series 3 to 1 and bring the Cup over to Belvedere.

Imp ended up winning, something she has had an incredible habit of doing. But much credit must go to Lois Lane and the crew from the St. Francis, they put up a hell of a battle with a relatively unseasoned boat.

— Latitude 38



Photo: Diane Beeston

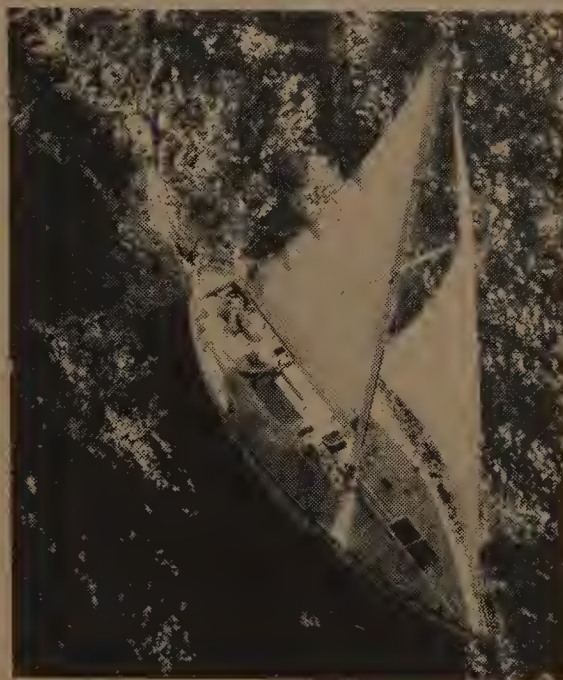
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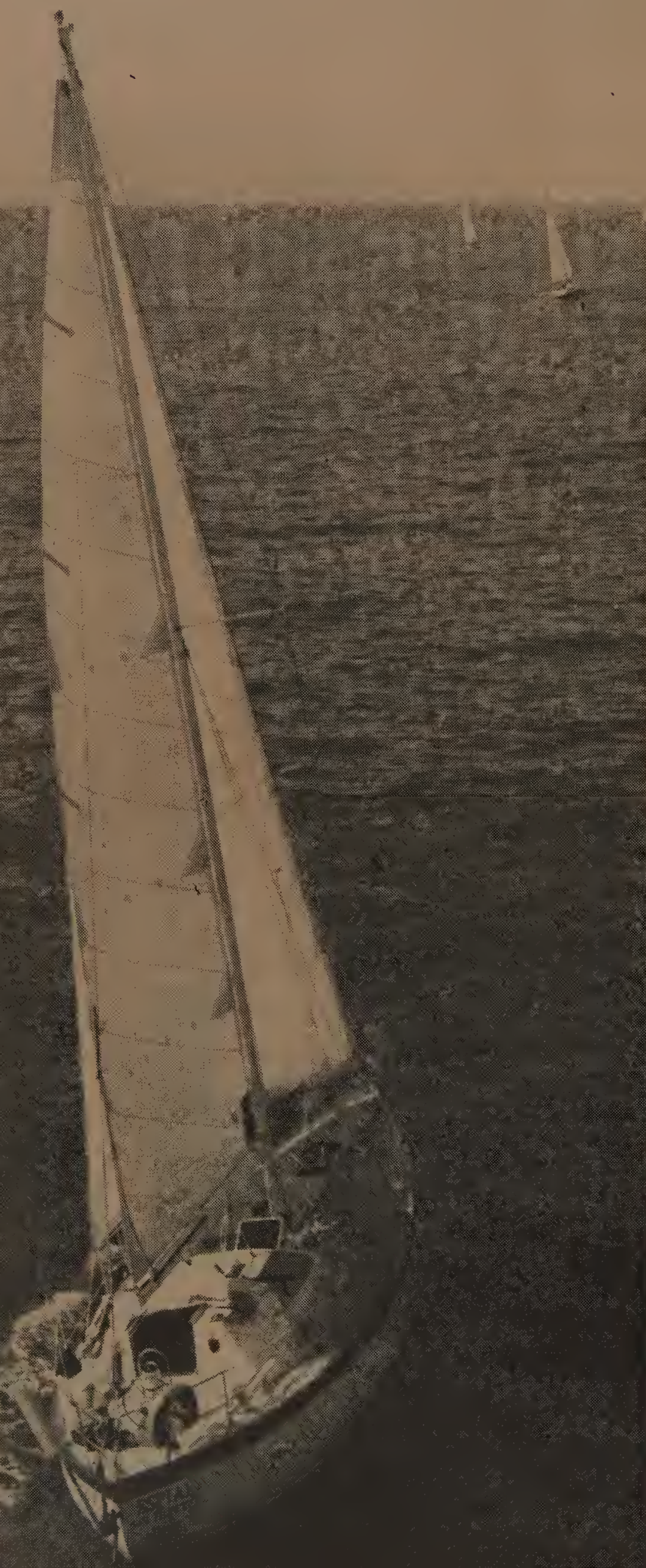
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Espial — Jim Gannon



We think Liebnitz was the guy who claimed that this was "the most perfect of all worlds". If Liebnitz can get away with saying stuff like that, we feel free to assert, that in its own way, the Single-handed Race around the Farallons is the most perfect of all yacht races.

The beauty of the Farallons event, and it surely is more an 'event' than it is a race, is that it is so human. The race committee for example, was no 'crack' crew, but they got the job done with their limited resources and their hearts were sure as hell in the right places. And the racers themselves — they were able to experience all the human emotions that make life such a roller coaster ride. There was fear that had been lingering for weeks, what if the weather was as bad as it was last year, what if something went wrong and they could only look to themselves for help, what if they couldn't make it? And during the race there was frustration, some pain, and a little anxiety. But when it was all over, there were the soothing feelings of satisfaction and achievement. Yes, it was a race full of good old basic human emotions, and when you run through the whole bunch of them in just one day, well then you know you're really living.

There was some humor too, the best of which occurred when the first prize, a trip to Club Med at Hanelei Bay on Kauai, was announced. Silence fell when George Siegler proclaimed that Micheal Lingsch was the overall winner. The silence was finally broken by Michael himself who said crustily, "No, no, you've made some kind of mistake, that's impossible." "There's no mistake" George insisted, "you won the trip."

Michael Lingsch didn't take too well to this announcement in the beginning, no doubt feeling that he was the subject of some horrible mathematical mistake that would make him look foolish when the error was discovered. "If I won," Michael asked, "what's the point of buying a hot new boat?" Michael had sailed the race in his full keel 30-foot Odyssey yawl, but regularly crews on a Santa Cruz 27. The point of it was, that since the race was being raced under PHRF, there was no need or benefit in having a hot new boat, an old one was just fine.

Even as he was leaving the award picnic, Michael was probably the only

FARALLONS

one left who wasn't convinced he had won the trip. It seems that he hadn't taken the racing part of the event too seriously. As he pointed out, after the winds picked up off Bonita to undo the log-jam of boats, he had just set his vane, popped open a can of suds, took off his shirt and lay down in the cockpit for some sunbathing. He apparently thought such an effort was not worthy of winning the trip to Hawaii — but then he was probably just being modest.

The race started off Aquatic Park at 8:00 in superb weather conditions, conditions that gave Sam Vahey in his Ranger 37 what he called "the most enjoyable hour of sailing I've had in my life." Bill Erkelens on Lois Lane (a night before the race entry) and Norton Smith in Solitaire jumped off the early leads, with Mike Mazza hot on their heels with his Hobie Cat converted to a trimaran, Rush. With the pleasant light breeze out of the east, Jack Adam popped his chute on Runrunner right at the starting line, and it wasn't long before the horizon was dotted with spinnakers.

The superb conditions prevailed for about an hour when the winds died and the contrary tide bundled the fleet up in the morning heat off Point Bonita. Almost the entire fleet of almost 60 boats mingled together in the slop, bobbing about trying to keep sails and chutes drawing, but nobody having much luck. It was very frustrating sailing, and soon it looked like Bill Erkelens was going to be the first drop-out, perhaps deciding that it would be wiser to save his boat for the Challenge Cup and the Danforth Series rather than having the sails and rigging beat themselves to death. But it wasn't that at all, Bill was just the first of many skippers who didn't have enough way on to keep headed in the right direction.

While it looked like the entire fleet would spend the day slopping off Bonita, Skip Allan made a nice move, working his Hawkfarm, Wildflower dangerously close to the cliffs and surf of Bonita in an attempt to ride a back eddy out around the point. It worked, but only for a short while, and he too, was pulled back into the pack. At this point, probably half the fleet had been in first place for at least a few seconds.

Finally the winds filled in, making it a close reach, not a hard beat, to the

Lois Lane — Bill Erkelens





Rampage and Solitaire have differing ideas of the way to the Farallons. So do Blith Spirit and Courageous in the background.

Farallons in generally calm seas with winds never exceeding 20 knots. Even in these ideal conditions there was suffering, Jack Adam could not reach his supply of suds from the helm without making a long arduous stretch.

The worst incident of the race took place near the light bucket where two boats, Prevail and Sugar & Spice collided for reasons we have not been able to learn. Prevail suffered an elongated headstay and decided to drop-out; William Swift's Sugar & Spice was holed, but he patched it up and continued around the islands and finished in a nice display of seamanship. Everyone has been saddened to learn the William Swift, who had planned to make the Singlehanded Race to Hawaii, tragically died in a small plane crash just a few days later.

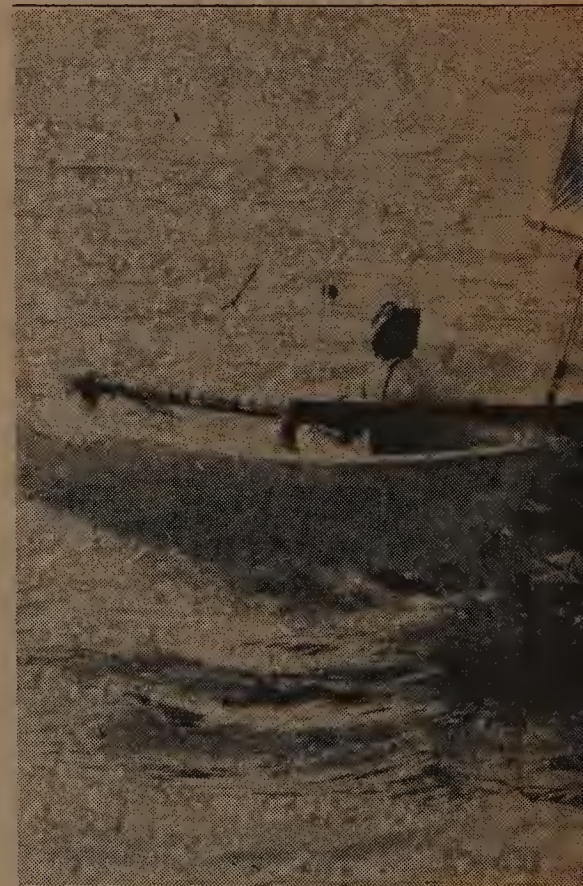
The return leg back from the Farallons was a beam reach, and Bill Erkelens brought Lois Lane back to the finish line under the Golden Gate first about 6:00 or about 10 hours after the start. Not far behind him was the gutty Mike Mazza in his Tremelino conversion of a Hobie Cat.

By 8:00 the race was a gorgeous sight from every vantage point. Looking west from Fort Point, the horizon was dotted with the running light of almost the entire fleet, most of whom were slowly bucking the ebbing tide in the light winds. The view available to those racing

was even more spectacular, San Francisco was a magnificent bejeweled city on the perfectly clear and unusually warm night. To top it all off, a moon of stupendous proportions rose over the bay. It was at this point that several racers heard Jocelyn Carrick, who was to be the first woman to finish the race, howling at the moon. Jocelyn was later to claim that she was merely using a old trick Jim Warfield had taught her — if you don't know if you are too close to the cliffs in the darkness, holler and see if you can hear an echo.

After some searching, we found the land-based finish line committee, located high above the Golden Gate Bridge on the Marin side. From that vantage point the view was even more spectacular, but all was not well. George Siegler and Bill Huber were having some minor problems. One racer had tired after nearing the light bucket and needed an escort back in, and the finish line committee boat had gone out to search. This in itself wouldn't have been so bad, except that George Sigler has incredible paternal feelings for all who participate in his races, and he was helpless since the radio he brought along stopped transmitting. If anything, George is a man of action, and there was nothing he could do but take the name of the radio manufacturer in vain and curse at himself for only bringing one radio along.

Bill Huber had worked Search and Rescue for the Coast Guard for twenty years and was taking it in stride. George however only found solace in giving clear,



Paul Mazza in his Hobie Cat conversion

calm, precise, instructions over his radio to the disabled entry — even though he knew damn well it wasn't working and he couldn't be heard more than five feet away. It was a strange sort of placebo, but seemed to work for George.

Finally the committee boat had reached the ailing entry by Mile Rock and was escorting the boat back in. But by this time a number of boats were coming under the Gate trying to find or contact the race committee to let them know they had finished. Although George's radio would not put out transmissions, it could still receive them — and the messages kept pouring in. "I'm passing under the bridge race committee, please acknowledge. Do you hear me race committee? Where are you race committee? I'm passing under too, race committee, do you hear me too? Where are you race committee?"

It went on and on, and George would calmly talk into his stupid microphone, "yes, we've got you, take your time and place of finish as we told you at the skipper's meeting." Finally the placebo of talking into the useless microphone wore off and George ran to the edge of the cliff and screamed "I hear you, we see

you". George was fit to be tied, and it took all the willpower he had to keep from making a 500-foot leap into the water and swim out and check in the boats as they passed under the bridge. George may not be perfect, but he sure as hell cares.

It was sunny and bright again the next day for the chili feed (Dennison's) and alcoholic consumption (many varieties) party. Everything was hunky-dory, all the boats had returned safely, the woman who had to be escorted in the night before was hale and hearty and Jim Gannon took it upon himself to make sure nobody went thirsty.

After much drinking and munching the winners were announced: Div. I, Phillip Bohm in Abuglita, a Santana 22; Div. II, Michael Lingsch, Odyssey, and Odyssey 30 yawl; Div. III, Kent Rupp, Nereid, a Triton; Div. IV, Fred Freid, Cheoy Lee Lion, Dithyramb; Div. V, Bill Erkelens, Lois Lane, a custom Wylie; Div. VI, Bill Vaughn, the Herreshoff, Evening Star; Trimaran Div., Paul Mazza in the Tremelino, Rush.

This year almost everyone finished, 51 out of about 58. Seven who finished last year also made it this year: Roger Hall, Skip Allan, Norton Smith, Dick Mitchell, Don Carlson, John Robinson, and Mike Mathiasen. Among yacht clubs represented, the Island Yacht Club cleaned up with 11 finishers, there were 5 from Richmond YC which was the next closest. But it was an individuals race as many had no yacht club affiliation and others hailed from smaller clubs like Benicia and Point San Pablo. The variety of boats was incredible, of the 51 that finished, three were Hawkfarms, two were Santa Cruz 27s, and the other 46 were all different.

The race had its minor faults, but everyone loves things and people for their faults so it was a happy crowd. George Siegler muffed it slightly when he was awarding the two women sweaters for "completing four miles" - Jocelyn Carrick who finished the race didn't think this was the most complimentary thing for George to say, and we think we saw her give him 'the finger'. George rambled on a bit, saying he hoped more women would enter next year, and he really meant it. Jocelyn said they would, and she meant it it, too. Little faults and good intentions make a great race, and that's what it was.

— Latitude 38

Skip Allan tries to sneak by Bonita



Paul was second to finish to Lois Lane

FARALLON FINALS

TOP FIVE:	1.	16 - 11 - 42	MICHAEL LINGSCH - ODYSSEY 30
	2.	16 - 15 - 40	KENT RUPP - TRITON
	3.	16 - 16 - 04	ROBERT SLEETH - CAL 2-30
	4.	16 - 18 - 16	BILL ERKELENS - WYLIE CUSTOM 40
	5.	16 - 32 - 24	FRED FREID - CHEOY LEE LION

DIV. I	1.	16.43.51	PHILLIP BOHM / ABUGLITA	SANTANA 22	246
	2.	16.47.30	PAUL BOEHMKE / PAINTED WIND	COLUMBIA CONTENDER	270
	3.	16.51.54	ROGER TOWNSEND / SI-BON	SAMOURAI 24	234
	4.	17.39.07	"BUZ" SANDERS / SKUA	ERICSON 23	222
	5.	17.54.36	MICHAEL MATHIASSEN / DULCINEA	KILLER WHALE	198
	6.	18.05.30	BILL CANNON / FLYER	MOORE 24	150

DIV. II	1.	16.11.42	MICHAEL LINGSCH / ODYSSEY	ODYSSEY 30	258
	2.	16.41.06	NORTON SMITH / SOLITAIRE	SANTA CRUZ 27	141
	3.	16.44.00	JACK ADAM / RUMRUNNER	PETERSON 25	210
	4.	16.52.12	SKIP ALLAN / WILDFLOWER	HAWKFARM	174
	5.	17.09.54	JOHN ROBINSON / COURAGEOUS	HAWKFARM	174
	6.	17.12.54	RUDOLPH SCHRODER / MARE C	25' SLOOP	264
	7.	17.17.16	ROBERT WHITNEY / GYPSY	RANGER 29	186
	8.	17.17.36	HANS VIELHAUER / MACH SCHNELL	SCAMPI 30	186
	9.	17.28.00	MAX HIGHTOWER / GEMINI	CAL 29	180
	10.	17.30.24	JOCELYN CARRICK / EL GAVILAN	HAWKFARM	174
	11.	17.52.15	GARY GRAYBILL / ABERRANT	CAPE DORY 28	210
	12.	18.27.44	ROBERT GROFF / ARCANÉ	REGENT 27	204
	13.	20.33.36	R. HAYES / PRETZ 1	COLUMBIA 26	246
	14.	No record of time.	JIM BELLAND / ANKLE-BITER	SANTA CRUZ 27	144

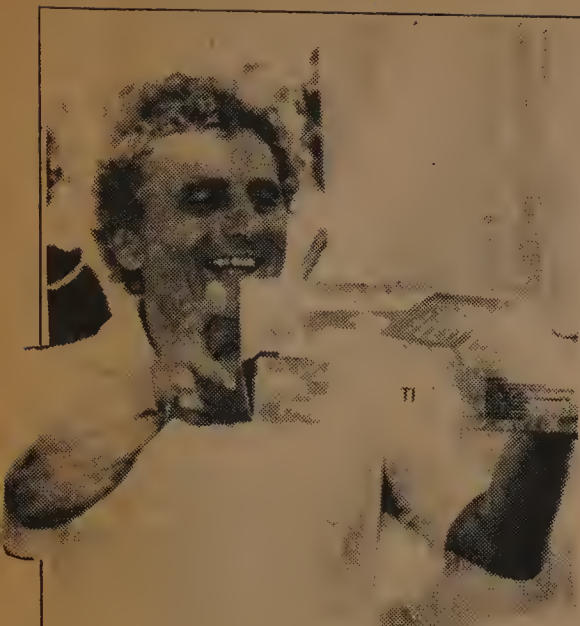
DIV. III	1.	16.15.40	KENT RUPP / NEREID	TRITON	252
	2.	16.16.04	ROBERT SLEETH / RAMPAGE	CAL 2-30	180
	3.	17.23.30	MIKE BARRETT / MISTY II	ISLANDER 30	180
	4.	17.26.48	SVEN HAKANSSON / ROSALIE	MISTRAL 33	198
	5.	17.29.06	HAROLD WILSON / WINGED WARRIOR	CORONADO 30	186
	6.	17.35.08	JAMES CATE / DOMINQUE	YANKEE 30	168
	7.	17.45.52	HENRY SCHILLING / LORELEI	VOYAGER 33	204
	8.	17.46.12	ROBERT WARFIELD / ERINMORE	CAMPER-NICHOLSON 32	222
	9.	17.59.42	ANDY MARKEN / SYBARIS	CHALLENGER 32	222
	10.	18.34.58	ROGER HALL / MOONSHADOW	WYLIE 31	138

DIV. IV	1.	16.32.24	FRED FREID / DITHYRAMB	CHEOY LEE LION	234
	2.	16.37.07	JIM GANNON / ESPIAL	FREYA 39	148
	3.	16.39.24	JIM MITCHELL / BLITHE SPIRIT	PEARSON 36	144
	4.	16.53.17	DICK CARLSON / PYRRHIC VICTORY	RAFIKI 37	210
	5.	17.40.12	WILLIAM SWIFT / SUGAR & SPICE	ISLANDER 36	144
	6.	17.55.00	RICK GIO / TAI PING II	ISLANDER 32 MK I	234
	7.	18.30.00	MICHAEL HERZ / KUNU	ERICSON 35	150
	8.	21.13.00	FRED RUEST / MENKAR	CHRIS CRAFT 35	120
	9.	No record of time.	SAM VAHEY / ODYSSEUS	RANGER 37	120
	10.	No record of time.	BOB VESPA / RONDO	TYPHOON 36	192
	11.	No record of time.	ROBERT HOVEY / MARGARET	CONCORDIA 40	186

DIV. V	1.	16.18.16	BILL ERKELENS / LOIS LANE	WYLIE 40	96
	2.	17.38.50	JOSEPH COLLETTA / GOOD NEWS	CT-41	204
	3.	18.38.24	MEL RICHARDS / GOSSIP	KETTENBERG PCC	114
	4.	19.31.18	BOB SAMMONS / PAJARA	STEVENS 44	108
	5.	19.46.24	CLARENCE NELSON / GREEN BUFFALO	CAL 40	114

DIV. VI	1.	18.40.24	BILL VAUGHN / EVENING STAR	HERRESHOFF 54'	114
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TRIS	1.	18.18.00	PAUL MAZZA / RUSH	TREMELINO	TRI
	2.	18.23.31	BRUCE STEVENS / TRIESSENCE	BROWN 37'	TRI
	3.	19.30.27	BARRY PARKINSON / CHAC	NIMBLE TRI	TRI
	4.	20.40.30	VINCENT CURRIVAN / PAPILLION	SEARUNNER TRI	TRI



Winner: Fred Freid (We think)



Winner: Bill Vaughn



Winner of trip to Club Med. at Hanelei Bay, Michael Lingsch is overcome with emotion.

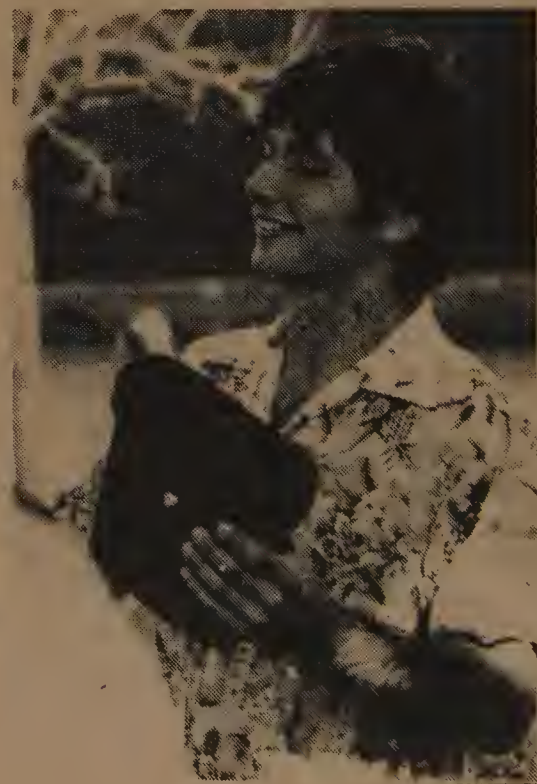
Disbelieving loser: Jim Gannon



Winner: Phillip Bohm (We think)



Winner: Paul Mazza



MARKEN

Mas-och-ist: A person who pays the Singlehanded Sailing Society \$25 for the privilege of taking a beating on the open ocean for ten plus hours to sail around the Farallon Islands without benefit of crew or engine.

Some people contend that all sailors are a little weird, but after taking part in my first singlehanded race, I'm certain that some of us are a little more weird than others.

It was only a few years ago that I convinced Jeannine, my wife, that we should buy a boat, and that if we had one I'd stop working so incessantly. Like a good woman, Syb (short for Sybaris) was built for comfort, not speed.

With her 11'2" beam and a hull speed of about 7.2 knots, I had absolutely no delusions about winning in this kind of contest. It was something she and I had to do together.

But why take such a beating when you don't have to?

The race provided an opportunity to prove that you are significant, even if only to yourself. There's also a feeling of extreme independence . . . if only for a few hours; and a chance to escape the idiocy of the world around us. Finally there is a compulsion to not compete really, but to co-exist with whatever the forces the vast ocean has to offer.

It all started innocently enough. I had purchased an autopilot from Alpha Marine Systems and while telling my dock neighbor about my new purchase, it naturally followed that we would enter the Singlehanded Race to the Farallons — Rick on Tai Ping II and Sybaris and I with our new autopilot.

I figured if it blew like it did last year for the race, I could reef her in and Syb might make a good showing. After all, she only starts performing really well when we approach gale force winds.

The days before the race were consumed with talking to people who could give me hints on getting a little extra for the race.

Friends coached me on how to stay close to, but not over the starting line, to get the jump on the fleet. Another friend who regularly takes part in the Farallon Patrol, and I poured over the charts. He showed me how the back eddies just outside the Gate could be used to give me a push out past Point Bonita.

I couldn't wait for the skippers meeting Thursday evening before the race. A few nights before, I went to the store to buy my provisions . . . all the junk food in the world.

The skippers meeting was something else. These guys were out for blood! They were arguing about every rule. I could care less. I was in it for the sail. To me a finish was a win.

We got our weather briefing from a Naval meteorologist stationed in Monterey. Fifteen knots of wind, if we were lucky. Funny though, something about him I didn't trust. Maybe it was that he reminded me of the two Naval meteorologists I had met last Labor Day weekend at the Monterey Yacht Club on a cruise from San Francisco.

They had assured us we would have a great sail back up the coast because the front was breaking up. Actually we bucked 30 knot winds, 15 foot seas and solid fog all the way to the Gate.

The morning of the race found me up bright and early making final preparations. Rick wasn't taking any chances. He had stripped everything non-essential off Tai. Me? I topped off my fuel and water tanks . . . just in case. Still a cruiser I guess.

0730: Out at the starting line everyone is ready. Crap, the wind's only 4 knots and we're going to be fighting a flood tide. Everyone was drifting back and forth in front of the line. Not me though, I'll lay back and take a running start.

0800: As the gun went off, so did the wind. Don't worry Jerry & Sheila, I'm not over early. In fact, I very carefully brought up the rear. Norm Steven hollers out and wishes me luck from the Committee Boat. Thanks Norm, but at this rate I'll need more than luck. But I have some other tactics, maybe they'll help.

Two-thirds of the fleet also heads for the North tower of the bridge. Maybe they also know my secrets. Great, the wind picks up to 8 knots and Syb gains speed. Maybe we'll make up some of the lost time.

Once under the Gate I find the reverse eddy, but the wind leaves. Fantastic. Why can't everything work together for me? Most of the boats are doing better, but at least there are a few people back here with me floundering around.

The winds are light and flukey. Can't

seem to get the sails set right. When I get the whisker pole out and try to get it wing and wing, the wind shifts. Look at some of the blood-and-gutters out there. They're flying chutes! Oh well, nothing to do but sit back in the cockpit with the warm sun on me.

1030: We're finally at Pt. Bonita. The better half of the fleet (including Tai) is well out in the shipping channel already. See you guys in a day or two.

1100: I'm abeam of the first north channel marker. The wind is picking up a little out of the west, but we're still doing a sluggish two knots.

After I lock the wheel I sit back and watch the flies walk around the cockpit. Funny, I never have them when I'm at the dock; but when it's calm out in the ocean they magically appear. Well, at least they give me someone (or something) to talk to.

1230: We're finally abeam buoy seven on the main ship's channel. The wind has finally picked up to 10 knots and Syb starts to stiffen up. Guess I'll have something to eat. We'll see what falls out of the refrigerator first when I open it up.

It's going to be a great lunch. A diet grapefruit and a soggy tuna salad sandwich. Oh well, out here everything tastes good.

Rick reports good winds at the light bucket, so maybe there is hope for Syb and me.

As we begin approaching the last channel buoy, the wind stiffens to 15 knots and Syb starts to move. 4.5 knots and the flies have flown back home. Well Syb, we're alone once again.

The water has turned a deep icy blue. It's blue and yet ominous. Guess I'd better put on my harness. If I go over the side and drown, Jeannine will never forgive me.

1345: Abeam the light bucket. Rick was right. The wind has picked up. Now we're getting 17 knots of wind and Syb is moving beautifully. She playfully noses into the waves washing her deck with green water.

At 1500 I pass my first boat in the race off to port. Too bad they're going on the return leg. No sweat though, Syb and I are doing better. Now we've got 20 knots of wind and we're pushing along at 5.5 knots. Maybe we'll round the Farallons before dark.

Still can't leave the helm too long and

I have to go to the head. Oh well, I'll answer nature's call over the side. Sure hope no environmentalist is looking out with glasses to catch what I'm doing.

As I cling to the backstay I remember a story I heard a few years ago. Of the drowned sailors the Coast Guard picks up, 80% drown with their flies down. Wonder if it's true?

At 1600 the wind has picked up to 25 plus knots and I can see Syb is being overpowered. Guess I better pull in a reef. Syb is rigged so I can do everything from the cockpit so the job isn't too difficult. Once completed, Syb takes off again.

It helped. We're now scooting along at 6 knots and are getting close to the Farallons. Off to starboard I see Rick and Tai. Why's he taking the island so wide? Well, here's my chance. I'll snug in close to the island and pass him. Whisper's also off to starboard. Poor guy, his chute is dragging in the water and he's having a hell of a time getting it in. Thank God, I've never wanted one.

I wish I had studied the small chart of the Farallons to see how close in I can come. Oh well, I'll just watch for green and breaking water. Don't dare take her on the rocks. Jeannine wouldn't stand for it.

1645: We're abeam of Seal Rock and checking in with Committee 3. Rick seems to be having some problems back there he rounds up three times. Great. That will help put some distance between us.

With the wind now out of the North, we shake out the reef and once again we're scooting along at 5.5 knots. Syb, you're doing just beautiful. Should make it back to the light bucket in no time at all.

Can't leave the helm long at all now. The quartering sea means we have to react with each wave.

I'd never make it in the Singlehanded TransPac. I couldn't carry that many matches to support my smoking habit. The gyrations are something else. I jam my foot on the lee side, lodge the wheel with the other knee and huddle away from the wind to light up. It takes me half a pack of matches just for one cigarette. By then, I've sucked in so much sulfur the cigarette doesn't taste good.

But, I cheat. I chain smoke three or four at a time so I don't have to light a match for each one. In that way, I get my



nicotine without all the hassle. Sure wish I could shake this cough of mine though. Can't figure out where it came from.

Syb is having a ball. The wave will creep up behind her and climb up the stern. Then, just as it's about to climb aboard, she lifts her stern and the wave slides under. She surfs down and waits for the next wave. Man, it's nice to see her have so much fun.

As we compensate for each wave I look up in the closing hours of the day and watch the jets streak westward. Those poor people. They don't know how much fun they're missing. They're up there sitting in that nice pressurized cabin with their first drink in their hand.

I'm down here struggling with the wheel, a thermos and coffee cup I can't keep from slopping all over.

Sort of reminds me of the story of the drunk who was sloshing every drink trying to get it to his mouth. When he was asked if he drank much he replied, "No, I spill most of it." Same here.

I lock the wheel again and dash down for another sandwich. This time a ham sandwich falls out. Good, variety. I would like some chips, but have you ever tried to open those new bags? They were designed by anti-junk food people. It's hard to cut them open even with a rigging knife.

At 1945 we pass the light bucket to port. We're half way home and again nature calls. Back to the pulpit. Since

we're bouncing around I guess I'll kneel this time.

The second ship channel bouy suddenly appears close aboard to port. I talk to it briefly, but it doesn't have much to say. Oh well, no big thing. Syb and I are having fun night sailing.

San Francisco looks beautiful at night from out here. Her skirt of lights spread out majestically before us, waving us home. Pt. Bonita and Mile Rock lights point the way as well.

We're abeam Mile Rock and the wind dies again to a drifting minus 4 knots. Damn, a repeat of the start. Oh well, the tide is flooding this time so if nothing else we can drift in under the Gate.

2155: We report in to Committee One as we pass under the Gate. Syb and I are seven minutes ahead of Rick and Tai, but he'll beat us on corrected time. I guess we both won.

As I start the engine and crawl forward to strike the sails I still wonder why. Something I read once is true. Security is necessary. But, it's only one aspect of life. Man must also have things to fight and strive for to enhance the dignity of his life.

Next year (what am I saying?), it'll be different. We'll have the autopilot working and we'll have our genoa. Or... maybe we'll help Latitude 38 do their laundry. We'll have to see.

— Andy Marken

FISH

The salesman in the fishing tackle store was so enthusiastic he had us believing that we'd catch hundreds of fish. We mirrored his enthusiasm as we emerged grinning from his store loaded down with fishing line, hooks, and lures of outrageous colors.

"In the south Pacific on a sailboat you should troll using a handline at least 300 lb. test. If you don't catch something in 30 minutes, change lures." His implication was that we would catch something before we thought about changing.

Our enthusiasm held, and we were afraid to put the fishing line over for the first 24 hours of our passage, for fear we'd be too seasick to clean all the giant fish we would immediately catch. But then, on the 3rd day, we felt better and over went the line. We watched with baited breath for 30 minutes. What, no fish yet?

It was the 10th day out of San Diego, and all 3 crew were on deck, talking amiably when suddenly snap! went the shock cord attached to the line. "Fishing quarters! Fishing quarters!" was the impassioned cry. The line was brought up to the stern of the boat and lo and behold a large wahoo! — four feet long! Excitement!

The skipper, Virg, gaffed him and was about to haul him in when suddenly he seemed to come alive. With a mighty jerk of his head, he yanked the gaff out of Virg's hand, bit through the leader and was gone . . . with our only gaff. We turned around for the gaff overboard, but to no avail. Disappointed beyond belief, we nonetheless got out another lure and threw the line over the stern. We watched intently until other responsibilities took us out of our fish fantasizing. That evening when we brought the line in, we found another lure gone and the leader chewed through! The next day as we were pulling in the line, we felt a tug and with growing excitement got the line in only to find a 3-foot long, very skinny fish with quite a row of incisors. Ugh! We threw him back.

When we made landfall in Atuona, Hiva Oa, in the Marquesas, we caught a small barracuda just as we approached. This was our first success and we were delighted. But, in our excitement laying off the village until daylight, we neglected to clean him before it was too late, and



Just one of many fish Virg, Pam, and Chris Erwin did not catch.

his stench forced us to throw him over. Immediately there were sharks all around the boat, helping us to postpone swim we had planned to take.

While we were anchored at Autona, we met an interesting young Australian single hander whose fish stories held us a captive audience. He had sailed from England to the Panama Canal, making several stops, of course, but without having caught one fish. He had used all types of lures. However, on his passage from Panama to the Marquesas, he gave

up on lures and used flying fish for bait, which ALWAYS got him a fish, and sometimes much bigger ones than he wanted! Even when he only used a piece of tin foil on a hook, he caught fish.

"I was getting so darned sick of fish," those big mahi mahi would bite me before I could get them killed. I saw this big mahi mahi coming toward my hook, and I tried to get my hook in because he was too big for me to handle. But, he got the hook before I did and boom! I had him. I left him in the water hoping he'd

I'VE NEVER CAUGHT

get away because he was too big to fit into my cockpit. But he didn't get away and I needed the hook, so I finally hauled him in. I didn't know what to do with so much fish, and after I ate him for breakfast, lunch, and dinner, I had to throw the rest overboard."

While *Renaissance* was in the Marquesas we tried to catch fish every time we weighed anchor, only to lose lures. Luckily we were the recipients of several gifts of fish, delicious wahoos, giant chunks of yellowfin tuna and sometimes, the very tasty local red fish. These gifts only served to wet our palates and increase our fish frenzy.

We heard lots of other fish stories, some of which were true, I guess. One motorsailor caught so much fish on their trip from Hawaii, that the captain felt impelled to give us all sorts of advice. "Don't bring in your line at night," he said, "fish feed at dawn. Use a weight to keep the lure down." Then he hinted that our problem must be that we were down to only two people on the boat. "You've got to have lots of hands to bring in those big guys." We thought of our friend Mike, the single hander, and had to wonder about the fellow's remarks. He had also told us to pull the fish aboard immediately, and not to hesitate, because if the fish sees you, it goes berserk. Then it starts to fight. Others had told us to leave the big fish in the water until it wore itself out.

After trolling all the way from the Marquesas to Tahiti without catching one fish, only losing lures (some to big fish and some to a sticky-fingered child in Rangiroa), our interest in deep sea fishing waned. We looked longingly at the big mahi mahi and bonita that came in daily on the fishing boats in Papeete. "Well", we said, "There are fish in the sea."

To make matters worse, we recalled vividly a short cruise we'd made earlier from San Francisco to Channel Islands off Santa Barbara. A couple had joined us and the wife, a good friend, was fishing for the first time. She had a pole off our stern. On her line her husband had attached 3 lures, and on her first cast, she'd brought up 3 fish! Thus, we knew the boat itself wasn't jinxed. Also, our crew member, Paul, had been successful at spearing fish UNDER the boat.

Our interest in fishing revived when in Moorea, we were introduced to the



Renaissance in Huahine, looking for the world like a Westsail 44. We don't know if the Erwins had anything to do with it, but just before they left Westsail filed for bankruptcy. Now that the Erwins will be heading back to Sausalito this month, Westsail has finally worked it's way out of bankruptcy under new ownership.

delicacy of octopus. An acquaintance had speared a large one, with tentacles about 4 feet long. Before he could spear it, he had to stop it, which he managed by grabbing one tentacle and allowing the octopus to wrap itself around his forearm! After killing this creature, Virg assisted the fellow in beating the octopus against a tree to tenderize it. It was pressure cooked for about 20 minutes and served with a tartar sauce. Delicious! We tried "catching" octopus at feeding time (twilight and dawn) near the reef several times, but so far to no avail.

In Huahine we received a gift of fresh wahoo, caught by some sailing acquaintance just as they had approached the pass. Thus, when we sailed on to Bora Bora our enthusiasm returned, and we trailed a beautiful new white and yellow lure, a perfect match to the one that caught the wahoo. We kept looking back at it with hope right until the moment we dropped anchor. While comforting ourselves with a sundown cocktail, we gazed off our stern into the crystal clear water of our own tropical aquarium. We saw a beautiful coral garden with fish of every color.

Suddenly, we noticed a very large barracuda lurking there, too. He was at least 3 feet long. His mouth was open as if in a smirk, as he showed us his many canine teeth. A small blue wrasse fish

was swimming in and out of his mouth, cleaning his teeth! This was too much! Over went the fish line with the lure attached.

We watched expectantly for an hour, as "Barry the Barracuda from Bora Bora" stared at the lure. It didn't even rate a sniff, and he continued with his evening rituals.

We noticed Barry was still below the next morning, and barracuda fever prevailed all day with visions of "poisson cru". However, as Virg said, "Barry didn't get that big by being dumb."

Barracuda fever was contagious, and everyone who stood on the dock near our boat eyed him gluttonously, and ran to get their fishing lines. One fellow fished for Barry for several days using raw fish for bait and finally caught a huge moray eel (5 feet). Later that night, while the moray was hanging dead in the water, a 12 foot shark glided by and chomped off half.

Now Bora Bora is miles behind us, and only one long passage separates us from the reality of returning home. Fishing frenzy still attacks, and thinking of the number of lures we've bought reminds us of the salesman in that fishing tackle store. Perhaps we ought to give up fish fantasizing, and get a franchise in a tackle shop.

— Pam Erwin

CRUISING WITH KIDS

Cruising with your kids? How do you maintain your sanity?" I've been asked. The answer is, I don't.

"Racing with your kids? You must be crazy!" It's true, I am.

But I am prepared to offer you a few tid bits on how to survive sailing with your children:

1.) You can bind and gag them and stow them in the bow.

2.) You can tow them fifty feet behind you in a leaky dinghy.

3.) Or you can move the cocktail hour up to 9 am. and ignore them competely.

There now, hope those little suggestions prove helpful.

To tell the truth I have tried every way I can think of to discourage them from coming them along. I have tried to bribe them with a trip to Disneyworld, but the airlines refused to accept a four and six-year old traveling alone. I've told them

it's dangerous for little children to be out on the big, treacherous ocean, but what can you tell a kid who's hero is the Man From Atlantis?

Whenever I say we're going sailing, my son cries in agony that he will miss the Big Blue Marble on TV and my daughter says with tears rolling down her cheeks that we can't go until she finds her Baby Spitty-up Doll's underpants.

However, if I dare to hire a sitter and leave the little darlings at home, I hear "Why don't you ever take us to the Ucock Plug? (Yacht Club to a 4 year-old.) Or, "You promised to teach me how to fish this time," clutching his plastic Fisher Price fishing pole, complete with plastic fish.

Whenever I venture off on a trip with children, I am very organized in the way I prepare. I always pack the night before because in the morning I can never remember how many kids I have.

I always make a list, when I can find a pencil. Many of my lists were written with eyebrow pencil until my daughter discovered it. Lately I've had to squint at words written in pale orange with a carrot stick.

I also make a list of things for my husband to do because he usually can't think of anything useful toward our goal — getting everything and everybody to the boat. He will busy himself with something appropriate like pulling weeds or putting algaecide in the water bed unless I write down for him:

- 1.) Pack your underwear.
- 2.) Take the Christmas tree out of the stationwagon.
- 3.) Find Baby Spitty-up's underpants.

And when we finally do get it all together, we look like a band of gypsies traveling around the world. We must take along: assorted books, cassettes, toys, games, weapons, super-hero figures, and crayons, which usually occupy the children for the first five minutes of the automobile trip. They never touch the stuff once we load it all in the boat.

A wagon. (We never had the good fortune to locate a dock cart.)

A wardrobe of appropriate clothing; bathing suits (in case it's warm), wool sweaters (in case it's cold), windbreakers (in case it's windy), foul weather gear (in case it rains), visors (in case it's sunny), watch caps (in case it's cloudy).

And miscellaneous gear — hotplate and TV for the likelihood that we might have shore power, butane stove and coleman lantern in case we don't; boat wax and teak oil in case we are in the mood for maintenance; paperback novels and bloody mary mix in case we're not. Then there's always towels, pillows, and sleeping bags.

"Why don't you just leave all that stuff on the boat?" you may well ask. We would, except that we need some if it for the cub scout camping trips, and some of it for whenever there's a rain storm and the electricity goes off at home. (I believe PG&E has wired our neighborhood with polyester thread strung between toothpicks . . . but that's another story.)

The MAIN reason we can't leave it all on the boat is that sandwiched handily in between each cruise is a race. If we left all that gear aboard we:

- 1.) Would never be able to find our spinnaker pole.
- 2.) Might be accused of carrying moveable ballast.
- 3.) Would weigh an extra 2,000 pounds that our handicap doesn't cover.

Even when we are just cruising, I have been accused of stowing all the pork and beans in just the wrong spot, balance-wise. Men are so picky about "fore and aft trim" and "angle of heel". Big Deal. We're only going over to Angel Island. Do we have to try and beat every boat between here and there? Of course we do.

But back to the subject of sailing with kids. You really haven't experienced rage until you're racing hard on the wind on a port tack carrying your 150 genoa, crew hugging the rail and you hear "STARBOARD!". Only after much panicky scrambling back into the cockpit and preparing to come about, you realize it was your smart aleck kid in the cabin doing the yelling.





You haven't experienced terror until you're surfing downwind at eight knots and you glance around to see Junior practically hanging by his toes from the lifeline in an attempt to see the rudder.

You haven't experienced indignation until you've attempted to wash chocolate milk out of your brand new reefable jib.

But sailing with children does have its brighter moments. I'll think of some in a minute.

Actually children can be quite a help on the boat. They'll do things they wouldn't dream of doing at home, like drying the dishes or waxing the winches — for a minute or two at least.

They will very thoughtfully gobble up three-quarters of the hors d'ouvers in order that you may stay on your diet.

They can be so cute clomping around in your big sailing boots, or hiding the unfinished portion of their peanut butter sandwich in them.

Ingenious too, rigging up a slide from the bow berth using the cockpit cushions, or drawing submarines in feltpen all over your charts. Clever little rascals.

But their company aboard beats some alternatives, for instance dogs, which must be transported ashore frequently to "do their duty". Kids will quite independently make use of the head and pump it out noisily just as the Harbor Master strolls by, in an area prominently marked "No Discharge."

Kids on the boat can be a million laughs. It's so jolly to find one of them peering earnestly into the bilge holding an

empty Cracker Jack box.

It's a regular riot to hear them sing the 22nd chorus of "The Wheels on the Bus Go Round and Round. . . , The driver on the bus goes . . . the snake on the bus goes . . . the baby on the bus goes . . ." etc., etc., ad nauseum. I will personally maime anybody who shall ever be so inconsiderate as to teach my children "One Hundred Bottles of Beer on the Wall".

And, it's very amusing when you finally finish recaulking all the stanchions and find the kids playing catch with your very last can of Coors.

My heartiest advice would be, whenever you sail with children, be sure to bring along one important thing: your sense of humor.

— Sue Rowley

LITTLE BOAT,

A guy could get killed sailing a 20-foot sailboat from Vancouver to San Francisco in the early Spring. A guy could also get killed right there on the dock. It was Canadian Bruce Read who taught us all this good stuff.

Bruce and Barbara Read had moved themselves and their boat from Toronto to Vancouver last August. Bruce had done quite a bit of sailing; the English Channel, the Mediterranean, and had owned a Quarter Tonner on the sometimes squally Lake Ontario. But for all that sailing, the one thing Bruce really wanted to do was make a long ocean passage. So, even if it wasn't the right time of year, and even though he didn't have a 'perfect' cruising boat, he and Barbara decided just to go ahead and do it.

A communications consultant, Bruce was short on time and had to pass on thoughts of sailing to Hawaii. He decided that a run from Vancouver to San Francisco would whet his appetite for longer future cruises. It did. The passage,

like almost every passage, also proved to be a valuable learning experience.

The Read's boat, a Nordica 20, proved rather confining at dockside where there is a natural inclination for more creature comforts. Nevertheless, the small boat proved quite suitable for the passage, despite the squalls, storms and one full gale.

Setting out from Cape Flattery, the Reads made their first stop at Crescent City. As expected, it was rather cold, the squalls were annoying, and the sighting of numerous huge logs 100 miles offshore was disconcerting. Nevertheless things went well.

The Nordica 20, a full-keel double-ender, was equipped with twin genoas hanked on the forestay in a staggered fashion. This was done on the advice of sailmaker Ken Langford who used the same system while sailing a Freya around the world. This system provided a lower center of gravity than the common 'running twins', and combined with the Nordica 20's full keel resulted in minimal rolling at sea. A QME

windvane was installed on the stern — a difficult thing to do with a double-ender, and the Read's found its performance unsatisfactory upwind and simply hopeless downwind. The Auto-Helm by Nautec proved invaluable and sailed the boat most of the time while drawing just ¼ amp per hour.

Oddly enough, this 20-foot double-ender sometimes displayed better performance on the ocean than did Bruce's Quarter Tonner on Lake Ontario. Despite its full bow, the Nordica's bottom is very flat and allowed the boat to easily surf at up to 8 knots, and even pinned the knotmeter once at 10 knots. Naturally such speeds aren't the most comfortable on a long passage, and the best day's run turned out to be 113 miles or an average of about 5 knots. Even with reliable, hand starting single cylinder inboard Vire engine the boat would move easily at five knots.

The Reads equipped their boat with a liferaft, an EPIRB, and a survival pack; but it was off Crescent City that they discovered that a VHF radio would have



Bruce and Barbara Read on their Nordica 20 in Alameda

BIG ADVENTURE

been an excellent investment. About 30 miles south of Crescent City they picked up a weather report that predicted a strong southerly. Since most previous reports had been inaccurate, they ignored it. For a day they decided to buck the strong winds and high seas. Finally they became convinced that the storm was for real and rode with it toward the reef shrouded Crescent City entrance. That city has two sets of range lights — an inner and outer set. In the darkness with the sails struck they motored past the outer set that had been knocked out three days earlier in a storm. Before they realized what had happened they were among the rocks and had caught their prop in a lobster trap.

Several flares were fired which were immediately seen from the highway along the coast. They raised the main and Barbara used a spotlight to try and work the boat out of the perilous maze of rocks. Fortunately the Coast Guard showed up, and although they could not reach the little sailboat, tremendous magnesium flares were fired from deck guns. Night became like day, and the Reads sailed out to the Coast Guard vessel where they were taken in tow. A VHF radio, it was decided, would have prevented this scrap with potential disaster.

The trip got increasingly rough as they continued further south. After 3 days of constant 15 to 20 knot winds, they were suddenly hit by what the Coast Guard labeled a full gale. For awhile they tried to sail with it toward Fort Bragg. Several times they were knocked down and twice Bruce was catapulted from the cockpit into the raging waters. The first time he was able to grab the lifeline and pull himself back aboard, the second time he had to drag himself back to the boat with the safety harness he had attached to the mast. After two trips into the drink, Bruce decided it might be worth trying to hove to. It was, as the boat rode out the storm in relative comfort and no danger. In ten hours they drifted with the gale to just off Fort Bragg. It was a rather startling way to learn that it's better to hove to with the storm than fight it, but it's a lesson Bruce says he's sure to remember.

Despite the incidents the trip provided a good training run for the Reads who are planning longer future cruises.

After arriving in Alameda Bruce also taught us that you have to be careful around boats even at the dock. We hoisted him to the top of the mast — at which time the rope-to-wire splice exploded in our hands. Only a sudden

death grip at the top of the mast prevented Bruce from free-falling on our tender little bodies. It could have been nasty, but it wasn't — and that's why Bruce and Barbara are rarin' to go again.

— Latitude 38



SIGHTINGS

dedicated to suzane ritchie

Thirteen boats entered the Sausalito Cruising Club's Lorelei Race for women. They raced under cloudy skies and moderate winds. The 1:00 PM start was dominated by Rosemary Marshall on her Newport 30, "Roquefort", and she never lost the lead during the 12.5 mile race around Knox, Yellow Bluff, No. 8, Harding Rock, back to No. 8, and finish.



Rosemary finished 10 minutes ahead of the second boat, a Knarr, "Shaman III" skippered by Ann Shellabarger who did a splendid job for not flying a spinnaker. Carol Jesmore steered her Ariel, "Rustel" to third place.

The cloudy skies cried by 4:00 hampering the finish for the last few boats. Poor visibility and an increasing flood tide brought the last boat in a 5:34, one hour behind "Roquefort".

Order of finish: Rosemary Marshall, Ann Shellabarger, Carol Jesmore, Shary Irwin, Carol Horan, Kristina Van Braeda Kouff, Joan Burns, Sallie Rowe, Carol Falk, Carolyn Hufft.

Next year let's have double the number of boats entered. This is a great opportunity for female sailors, experienced or not, to compete for one of the most coveted trophies.

— Dianne Chute

powder puff sailing

On Sunday, April 2, the women of Coyote Point Yacht Club held their eighth annual Spring Powder Puff Regatta. Nine ladies persuaded or coerced the gentlemen to let loose of their prized possessions for the day. The boats ranged from a Swan 44 to a Ranger 23.

In past Powder Puff Regattas the entries were divided into two divisions. "A" Division consisted of boats with women skippers and all-women crews. "B" Division specified women skippers and all-women crews with one man allowed aboard for safety or to pour wine.

This year's winners were Ree Zaphiropoulos skippering the Swan 44, "Papou", to first in Division "A", and Peggy Slater who bested the remainder of "A" fleet for second in her Catalina 27, "Peggy". The "B" Division was won by Sally Hess in "Galatea", and Ericson 29.

Next on the women's racing schedule at Coyote Point is the Fall Powder Puff to be held October 22 and their annual women's Invitational Regatta scheduled for November 4. For further information on the invitation race, contact Nancy Campbell, at the Coyote Point YC, 1820 Coyote Point Drive, San Mateo, 94401.

— from the Coyote Point Yacht Club



is that skip allan in

A few weeks ago we received a copy of a neat little book on sailing for "children of all ages". We loved the drawings, they reminded us of the little events that happen when you leisurely cruise around the Channel Islands. We liked the book and apparently so do a lot of people, it's already in it's second printing. The following is the cover letter that Skip Allan sent with it, we thought you might find it interesting.

Latitude 38,

May I introduce you to Marta Ogilvie, my first mate aboard "Wildflower"? Marta has recently completed a rather unique book: "Sailing on Firefly", a children's book that is fun for all ages.



the starboard berth?

Perhaps inspired by two cruises we took down the coast to the Channel Islands, "Sailing on Firefly" is a story filled with the wonder of it all.

There are no crises or shipwrecks, just Marta's delightful drawings. The some say the turtle and the bear strike a resemblance to the skipper and the mate of "Wildflower", in fact the two characters come from childhood stories told by Marta's father many years ago.

I've watched this book take shape from Marta's initial sketches as we lay anchored at Santa Cruz Island. It is truly an act of love. She's done the whole thing including the design, layout, publishing, and distribution. I tell you, this is one determined lady!

Skip Allan

this is for yacht clubs

If you are on the membership committee of a yacht club, you might be interested in the following letter we received from Kathy Siegel and Steve Wolf of San Francisco:

"Your March article on the PHRF was intriguing, we didn't realize it could be that simple and inexpensive to get into racing. Our problem is that we don't belong to a yacht club and don't really know anyone to introduce us to a club that would meet our interests and budget.

Here's a suggestion for a future article: A review of all the yacht clubs on the bay — summarizing their facilities, cost, orientation, and attitude. We'd appreciate your help as we'd like to race this summer."

The way we see it at Latitude 38, yacht club memberships are a peculiar sort of problem. People new to sailing or people who just want to start racing and need to join a yacht club often view them as formidable institutions — after all they all say "members only" at the gates — and just don't know how to apply for membership. At least that's the way we've always viewed them.

On the other hand, yacht clubs always seem like they are looking for new members, particularly those who are willing to race under the club's burgee?

So how the hell do these groups who seem to want each other get together? We frankly don't know, but there ought to be some way.

While we like Kathy and Steve's idea of doing an article on all the yacht clubs on the bay, there are so many it would take up an entire issue. Besides, when we got around to describing the "attitudes" at various clubs we know we'd be asking for trouble.

But here's our offer. If your yacht club would like to write a brief, and really quite brief, piece on your club and how people can join, please send it to us and we'll be happy to publish it. There are clubs out there looking for new members, and their are potential members looking for clubs — we'd like to help the two of you get together.

colin archer all wet

The second annual Colin Archer Memorial Race was recently held in pouring rain, but despite the weather even more boats showed up than last year. The Colin Archer race is for double-enders and featured 7 Mariah 31s, 6 Traveller 32s, 4 Rafikis, 3 Westsails, and others.

The course for the race was slightly different from last year when the finishes in all classes were unbelievably close (we still don't believe them). The race started off Alameda, went out around Bonita, through Raccoon Straits and back to Alameda. First Overall and winner of the Mayor of Alameda's Trophy was Rick Oliveira in Horizons, a Traveller 32.

Division I was won by Bill Rickman in a 25-foot Spitzgatter, Division II went to overall winner Rick Oliveira; Division III to Don Carlson in Pyrrhic Victory, a Rafiki 37. Even with the sloppy seas and wet weather everyone enjoyed the race and the well-attended party after the race. Look for the Colin Archer to be even bigger next year.

x-rated boats

Wouldn't you know they started in Santa Cruz? Ultra lights like the Santa Cruz 27, Moore 24, Santana 525 and J-24 have long played havoc with handicapping systems. This, coupled with the fact that the boats don't meet minimum displacement and ballast requirements led sailors with these boats to petition the Handicap Divisions Association.

Not knowing exactly what to do with them, the HDA came up with an interim solution of giving them their own division — "X"

SIGHTINGS

The man pictured here is Barclay Warburton III, which explains why he threw his cigarette away before being photographed. Barclay was recently out west to promote the upcoming Pacific International Sail Training Races — a kind of “Tall Ships West”, which is being sponsored by the American Sail Training Association.

Barclay is an old hand at this business which started in England in 1956 as the Sail Training Association and has taken Europe by storm ever since. Barclay took his Brigatine, Black Pearl, to the 1972 event in England which featured vessels from 21 countries and over 2,500 cadets and trainees. So impressed was he, that on his return to the States, Warburton organized the American Sailing Training Association. The first ASTA event was attended by 8 vessels; this year there will be over 45 participating in a similar east coast event.

Two classes of boats can participate in ASTA events. Class A features the glamor boats, the square-riggers and such from 150 tons Thames to over 500 tons. Class B is for boats 30 feet and over and naturally comprises a majority of vessels involved.

The purpose of ASTA events is two-fold. The first is to promote sail training as an “educational and character building experience” for cadets and trainees — all of whom must be between 16 and 25 and comprise over half of each vessel’s crew. Cadets are generally those folks heading for careers in the Coast Guard or merchant marine; trainees are any youngsters looking for a “taste of the sea”. How does your youngster go about getting a taste of the sea on these boats? Barclay didn’t have that information available at the time we spoke to him, but it should be available soon through the local committee. The second purpose of sail training is to promote international relations — since cadets and trainees are men and women between 16 and 25 all kinds of relations develop quite naturally.

This year’s event is the first ever on the west coast, and if the truth be known is a bit of a last-minute put together. It was done at the request of the Captain Cook Bi-Centennial Committee in Canada; the CCBC asked the ASTA to put together a ‘Tall Ship’s Race’ to go along with all the hoopla up north. The ASTA did the best they could on such short notice. The race begins in Hawaii on June 24th and travels to Victoria, Vancouver, Seattle, and San Francisco before terminating in Long Beach.

Since these events normally take years to coordinate, readers should not expect a event of the ASTA/OpSail proportions that knocked everyone silly in 1976. Barclay is hoping for as many as eight Class A boats, but right now sees only four as definite. As we remember them, they are: The Miranda from Uruguay, the Guyas from Ecuador, the Osprey which is a private Japanese vessel owned by an Englishman, and Eagle, the Coast Guard Training Vessel.

It is expected that there will also be a large number of Class B boats to accompany the bigger vessels. Barclay mentioned two. One is Cornelius Vanderstam’s 99-foot motorsailor, a vessel which has gone to Europe for 10 STA events. Another Class B hopeful is Adventurous out of Seattle, hoping to make the race with an all-female crew and a large armada of girl scouts. Of course, everybody needs money, and the Adventurous girls are trying to hustle up \$10,000 necessary to participate. Warburton made the observation that European boats have little or no difficulty getting sponsorships from corporations. In America things are a little different. Corporations are much more willing to put up prize money, and if they sponsor things at all, they want to know what chances ‘their’ boat has of winning. Winning may be the goal of the business sector, participation if the goal of the ASTA.

Look for the Tall Ships during the early to middle part of August. In the meantime, Latitude 38 will see if we can find out how you go about getting your youngster on one of these ships.



crime prevention

Read your April Issue article on “Steal to Order” operations in Sausalito. It happened to me in February of this year. Main sail; main sheets, cover, 3 halyards plus blocks and snapshackles.

The article sounded like you had a fix on this thieving S.O.B.! I’m a Sicilian sailor from Sausalito and I know certain crime prevention steps that can be taken, if you know the whereabouts of this individual.

— The Avenger!

Avenger — We make it our business not to ask for names specifically for the purpose of not being an accessory to any Sicilian crime prevention techniques. He knows who he is, and he knows he probably ought to leave.

the coast is clear

Are you aware there is a large marina going in at Pillar Point Harbor at Half Moon Bay? We weren't, but then we don't get around much. According to Burt Babkes there will be several hundred berths going in very shortly, a couple of hundred for commercial boats and a couple of hundred for recreational boats. Apparently the project was slated for 1500 hundred berths initially, but that got drastically reduced.

But who wants to sail out of Half Moon Bay? Lots of sailors no doubt, as all the allotted berths have already been spoken for. We haven't done much sailing off Half Moon Bay, but it's reported to be just great.

Anyway, Burt Babkes and John Powell would like to see if there is any interest in forming a sailing group — perhaps a yacht club — for people with boats on the San Mateo county. If you're interested in sailing at all, racing or cruising — and even if you don't have a boat — Burt and John would like to discuss the concept of an active sailing group with you.

Call Burt Babkes at 728-5021 or John Powell at 728-5761.

sign of the times

According to the ruling of Judge William Schwarzer in San Francisco, the Coast Guard searching your boat without a warrant is a violation of the Fourth Amendment right to privacy.

Now you're going to wonder who is really going to mind that much if the Coast Guard stops you for a few minutes for a safety inspection? The people who minded were those folks on the sloop Delphene which when searched on San Francisco Bay were discovered to have 4,000 pounds of pot aboard. Pot is not one of the items required by the Coast Guard for vessel safety.

The Coast Guard says they are going to keep right on boarding boats for safety checks anyway. There have been increasing complaints that the Coast Guard has been boarding numerous boats during the night along the California coast for "routine safety inspections", and some people think they have been looking for more than fire extinguishers.

the good



The above photo was taken near Embarcadero Center near the old site of the Oakland Yacht Club which is now in Alameda. It is the most recent stage of the development by the Port of Oakland and DNOD of the rundown Brooklyn Basin area. It looks like it will be an aesthetic improvement over what was once there.

The photo below is uglier than it looks. The truck belongs to the Port of Oakland, and the two gentlemen are in the process of disassembling what was once the very happy and prosperous offices of a yacht broker. We think these people were treated with extreme indisgression on the part of the Port of Oakland. Recently we learned they have relocated at Glen Cove Marina, and are quite happy to be there. Glen Cove they tell us is a great place to be, and is located just past the Carquinez Bridge on the northern side. It's a good place to stop going to or returning from the Delta.

the bad



can't tell a meeting by its topic

A public meeting on the topic: "Sailing Opportunities in the Golden Gate National Recreation Area: An Alternative to Marinas" will be held at 7:30 PM on May 16 at the Visitor's Center at Fort Mason. The meeting will probably last into the next week if the topic title is any indication.

The purpose of the meeting is to see if there is enough interest in boat rentals / sailing cooperatives in the Golden Gate Recreation Area. If you are interested in a low-cost alternative to the traditional plan of boat ownership, you might want to attend. Call Christopher Barry at 362-1092 weekdays during business hours for more information.

SUPPOSE THEY GAVE A BOAT SHOW....

IT ALMOST HAPPENED

When was the last time you've been to a really *great* boat show? Unfortunately, for many northern California sailors it was the last time they attended the Long Beach Boat Show, in god forgive us, you know what part of California. How good was that show? Some folks flew down two and three times to see it.

There are two things necessary for a great boat show. *All* the boats and lines have to be represented and well-displayed to please the shoppers, and there has to be heavy customer traffic to please the exhibitors. Combine these ingredients with the growing interest in sailing and an exciting, dynamic show that leaves everyone smiling is almost a certainty.

If it can happen in Long Beach, why can't it happen here? The simple reason is that the two ingredients — a complete display of boats and heavy crowds have rarely, if ever, come together. As a result local shows have often been lackluster affairs with only sporadic success in the eyes of showgoers and exhibitors. It's not a case where the ways and means for a great show are not available — it's just that there is not a sufficient unity within the industry to put one on.

For years the mainstay show has been the Sports and Boat Show at the Cow Palace each January — a show that some feel is no longer the definitive show it once was. That show's concept has spread to a general 'outdoor recreation' show and consequently sailors have often had a hard time getting a good look at the boats for the hordes of 'recreation people' and the 'what's playing at the Cow Palace tonight' crowds. It has always been a good show for hardware dealers. Despite its middle-age diversity the Cow Palace show gets great support from the dailies

and draws tremendous crowds. As a boat show, the Cow Palace event is static, but is still strong and probably always will be.

The 'pure' boat shows are the Northern California Marine Association Show held in the Fall in the Oakland Coliseum and the Spring and Fall shows held at Mariner Square.

The shows at Mariner Square have been a source of increasing anger and growing bitterness lately. The problem seem to be that unlike the other shows it is not held on 'neutral ground'. The show is put on by one of the many John Beery marine enterprises, which include — and here is the crux of the problem — new boat sales, brokerage boat sales, a powerful marine hardware distributing company, as well as various other business interests in the Mariner Square area.

Dealers not located in Mariner Square have long felt that a show in Mariner Square gave an unfair advantage to various John Beery companies as well as the other dealers who happen to rent office and berth space there. Nevertheless, boat dealers and hardware exhibitors have grudgingly displayed at the show, feeling it necessary due to the nucleus of boat lines that were centered there at the time. But the times, boat lines, and perhaps most important, the attitudes have been changing.

Last Fall the show hit a highwater mark in industry dissatisfaction and dealers representing many of the major 'hot' lines on the bay chose not to attend. Some didn't attend because the show was rescheduled to a date just prior to the Northern California Marine Association Show at the Oakland Coliseum, and some saw it as a power play on the part of John Beery companies, pitting themselves against the rest of the local marine industry. Other dealers who declined to participate felt that the show was scheduled in the very middle of the prime selling season, and was an attempt to disrupt their business when they should be pulling in their greatest profits. Whatever the reasons, real or imagined, many showgoers felt gyped when many of the 'hot' boats they assumed would be there just weren't.

Those who did show, particularly hardware exhibitors in the 'tank' were very angry when promises to direct

customer traffic to that distant area never materialized. Some simply abandoned show and their investment after the first day, and at least one reportedly refused to pay. One exhibitor who did stay resorted to his sense of humor and opened up a lemonade stand at his booth, and claims to have made more money than anyone else in the area. His humor was short-lived; after it was observed that he was doing a great business in the very warm tank, a competitive Mariner Square concession was set up just in front of the tank. Right or wrong, incidents of this nature have led some people in the industry to feel that the various John Beery companies are not satisfied with a 'fair share' of the market, or even a disproportionate share — many feel they want it all.

This year's recently completed show at Mariner Square was renamed the San Francisco In-The-Water Boat Show, a name some construed to be trading on the reputation of the Cow Palace show, which for years has been, albeit accurately, referred to as the San Francisco Boat Show. Despite the dramatic increase in the price of berths and booths (someone calculated it more expensive than the much heavier attended Cow Palace show) there was a strong turnout by exhibitors. Unfortunately, the crowds stayed away in droves and was variously described as "the worst ever", "the shits", and as "a turkey big enough to feed India for a year". These sentiments were not unanimous, but did represent the vast majority of opinions passed along to us.

How come the show soared not like an eagle, flew not like a wren, but laid like a brick? Some felt there was residual bad feelings from the Fall show when not all the boats people assumed would be there were not. Others felt that \$4 a head for adults and \$2 for kids was an awful heavy tab for folks who could see the vast majority of boats for free by waiting a week or driving to the dealer's office. Many were observed looking down at the show from the street, but apparently not willing to pay to get in. Some of those who did pay the admission were angered when they found some boats locked up by dealers who decided that such light attendance did not warrant manning their boats. One dealer found that many potential customers seemed to be

AND NOBODY CAME

unusually truculent — an attitude he attributed to the high admission price and what he felt was a smug and surly attitude on the part of show personnel.

Are the boat shows in Mariner Square dead? Probably not, but if the numbers of dealers who told us they would never show there again keep their vow, future shows will hardly be comprehensive. Ironically those who say they won't show in the future were not so much disturbed by the lack of crowds, but by other things. One exhibitor who has been at every show — and who at times paid when his mind told him 'no' but his conscience 'yes' — appeared this time only on a 'money back if not satisfied' basis. He says that he was not satisfied and is asking that his money be refunded as promised. The lack of attendance did not bother him, it was simply the shows long history, in his mind, of not delivering on the promises they had made.

Another dealer, who previously felt he 'had' to show in the past feels that it has become a matter of principle not to show in the future. He cited the environment and aura of the show as being horrible for conducting business. He felt that the constant clamoring of various John Beery company names and personnel over the P.A. system as an insulting and unpalatable indisgression. While he was perfectly satisfied with his berth location, he was angered to see other dealers boats being pushed into boat show Siberia in order, as he saw it, for other John Beery boats to move into prime locations.

Perhaps the most indicative change of attitude toward the show has been displayed by a dealer who has ignored the show the last two times, and who is normally a 'boat show heavy'. For years this dealer insisted on buying all his marine hardware through John Beery distributing company — despite the fact that company whose boats he sells had a distributorship in direct competition with the John Beery company. His reasoning was simple; way back in his first year of business, he would have gone under had the John Beery company not strung out his billing — that he always said was a kind of graciousness that is not easily forgotten. That dealer has become so disenchanted and disgusted with the inequitable concept of the show that he says he will not participate in any future

show, even under the most severe ultimatums of his manufacturers. The times and attitudes have both changed.

Even after the show was over there was more dissatisfaction. One dealer who did display at the show was disturbed when a potential customer told him over the telephone that he had been let into the show free by salesmen at the John Beery company — not once, but twice. This is an unfortunate contrast with one family who were hassled because some one had let them in the show free to see their boat which was being used as a display. A show held on 'neutral ground' many feel would end unpleasant inequities such as these.

As previously stated, not all exhibitors were unhappy with the show, although the majority who spoke to us were. Show personnel claimed that 50 boats were sold during the first weekend at an average price of over \$70,000. This claim became a source of continual amusement to bankers and boat dealers who kept asking among themselves how much of that action they had taken. A few people actually believed the standard boat show hype and were depressed and wondered what was wrong with themselves or their boats.

There is a great deal of emotional feelings about John Beery and his various companies among the sailboat industry in northern California. There is great admiration for the numbers of people he has introduced to sailing and the companies he has developed. There is also jealousy, a most common human feeling when someone does well. (Hell, if we tweaked our conscience a bit we'd have to admit we probably feel jealousy or something akin to it since none of the John Beery companies have felt it worthwhile to advertise in our publication. There is also a great fear of John Beery, primarily due to the tremendous power that resides in his marine hardware distributing company — power enough to make many shiver in their seaboots.

From talking with a number of people in the industry, it is our opinion that the shows in Mariner Square will shrivel to little more than a Mariner Square dealer's show unless there are drastic steps to overhaul the show. It seems as if many exhibitors will stay away unless the show sponsorship is either 'neutralized' or more

delicately handled, the logistics are completely revamped, and a spirit of cooperation, humility, and mutual respect replace what many feel is the current rampant pomposity.

In light of the recent events, the Northern California Marine Association Show which is held in the Oakland Coliseum has the best chance of becoming a great boat show. Seemingly it is the one show that everyone can support without reservation. The NCMA show is held on 'neutral' grounds and the profits are used to the benefit of both the marine industry and the sailing public. The NCMA is a non-profit organization, and among other things was instrumental for helping relieve the heavy insurance burdens unfairly levied on the recreational boating industry by the Longshoreman and Harbor Worker's Act. Previously recreational boatyards had to pay as much as \$40 in insurance premiums on each \$100 earned by a worker — the NCMA has helped reduce that to a nearly workable margin. 80% of the NCMA's budget comes from the proceeds of the boat show held in the Oakland Coliseum, a show that will be held October 11 - 15 this year. Admission price for that show is \$3 for adults.

In the past the NCMA show has been a good one, but like all the rest, not a great one. All it needs to be great is the unqualified support of the entire marine industry. It is a show we will support wholeheartedly as being most beneficial to both the industry as a whole, and the sailing public in general.

We believe that northern California does need a great boat show. It is no longer the 1960's where there were only 4 or 5 major boat lines from which to choose from. Sailors have become far more independent and confident in their opinions of what boat is right for them. Consequently it is in everyone's interest that there be an opportunity for buyers to get together with all the sellers at one location on a periodic basis. Dealerships in northern California have also spread with the greatly increasing variety of new boats, and they will continue to spread. A great boat show makes sense, a bunch of mediocre boat shows don't.

Sailing is growing like crazy — isn't it about time the industry united to present a show worthy of local sailors and sailing conditions?

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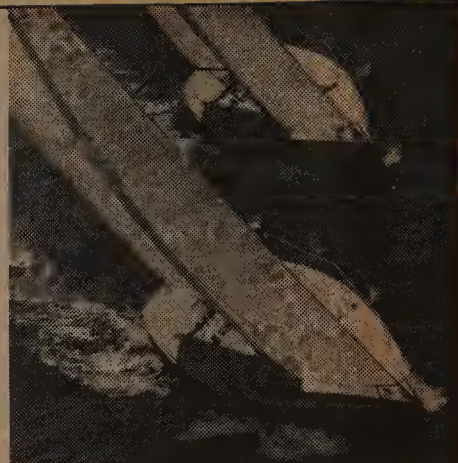


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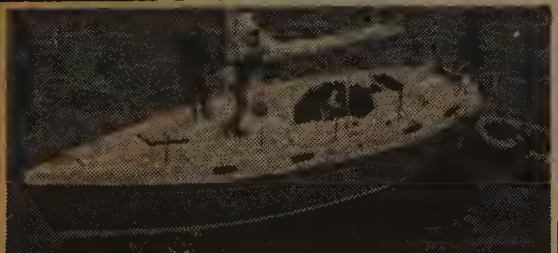


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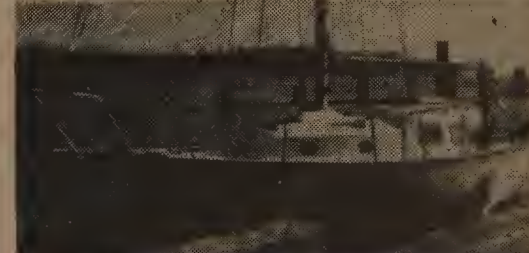
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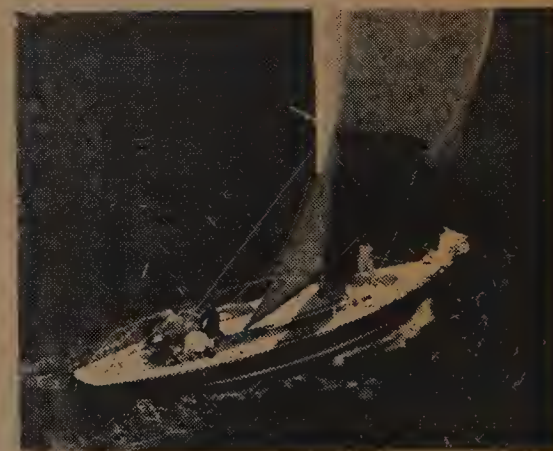
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